

THE Hongkong Weekly Press

AND China Overland Trade Report.

VOL. LIII.]

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BIRTHS.

On the 3rd May, 1901, at 135A, Bluff, Yokohama, the wife of W. R. C. FORD, of a daughter.
At Shanghai, on the 5th May, the wife of E. GUY HILLIER, of Peking, of a daughter.
On the 6th May, at Orchard Road, Singapore, the wife of H. S. FINCK, of a son.

MARRIAGE.

On the 7th May, 1901, at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., JOHN GEIFFITH, of the Canadian Presbyterian Mission, HONAN, to MARGARET A. ROGERS, of Toronto, Canada.

DEATHS.

At Boscombe (Bournemouth), on the 6th April, W. B. ANDREWS, R.N.R., late Commodore P. and O. S. N. Co., aged 68 years.
At Falkland, N.B., on the 7th April, C. CARNIE, late of Singapore, aged 91 years.
On the 10th April, 1901, at Chungking, ARNHOLD HENRY, son of LEONARD and CAROLINE N. WIGHAM, of the Friend's Mission, aged one year.
At Genoa, on the 13th April, SAMUEL WYLLIS WYLLIS-POMEROY, of Newport, Rhode Island, and Dinord, formerly of China.
At "Balmoral" No. 23, Steven's Road, Singapore, Mrs. J. H. W. HELMSTROM, mother of Mrs. E. BECKER, aged 77 years.
At No. 6, Tsukiji, Tokyo, on the 2nd May, Rev. WILLIAM JOHN WHITE, aged 53 years.
On the 10th May, 1901, at 4, Park Lane, Shanghai, JOSE, son of A. J. NORONHA, aged 10 years.
On the 10th May, 1901, HAROLD THORNE, aged 23 years.
On the 11th May, 1901, at No. 4, Amoy Road, Shanghai, CLARA BRUN, aged 48 years.
On the 12th May, 1901, at 8.15 a.m., at the General Hospital, Shanghai, PATRICK VINCENT MURRAY, aged 49 years.

Hongkong Weekly Press

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ARRIVALS OF MAILS.

The German mail of the 15th April arrived, per N. D. L. steamer *Hamburg*, on the 14th May (29 days); and the American mail of the 17th April arrived, per P. M. steamer *China*, on the 16th May (29 days).

EPITOME OF THE WEEK.

It is reported that threatening placards of the Big Knife Society against Christians have been posted at Nanking, and that one was even stuck up on the gate of the British Consulate.

It was reported from Weihaiwei on the 15th inst. that a force of 1,500 troops under Gen. Doward was ready to embark on H.M.S. *Terrible* for Chemulpo at six hours' notice.

The *Echo de Chine* says:—Work on the railway at Hankow is proceeding rapidly. The engine runs to the 123rd kilometre, and beyond that point the line is well advanced. Only the bridges remain to be finished. It is announced that the locomotives will re-enter Honan next autumn.

The local mandarins at Shanghai state that they have learnt officially that the Imperial Court arrives at Kaifengfu next month. According to report the Empress Dowager will remain in Honan until Peking is in a settled state, while the Emperor will proceed to Peking, his friends hope, very soon.

The following Seoul telegram dated, the 8th inst., has been received in Japan:—Owing to the Emperor's opposition to the French loan, the Korean Foreign Minister has tendered his resignation. The Korean Government is taking measures to annul the agreement recently signed between the French Minister and the representative of the Korean Court with respect to the loan.

Anent the paragraph which appeared in our issue the other day regarding the Hongkong coal supply, we learn on the highest authority that 18,000 tons of New Zealand coal have been contracted for by the Naval authorities, that the fuel will be used on H. M. warships as an experiment, and, if successful, the supply will be permanent. We also learn that coal from Bannegunje, India, has been purchased in large quantities for consumption here, and in the Northern Chinese ports.

The Spanish gunboat *Marques del Duero*, sunk in the battle of Manila Bay, was raised on the 1st inst., exactly three years after her sinking by Admiral Dewey's fleet. She has been taken into dry dock at Cavite. She is an eight-hundred-ton gunboat with twin screws and a light battery. She was built in France in 1887. Her guns were dismounted previous to her being raised. Operations are now proceeding on the *Bulacan*, and work will shortly be begun on the *Don Antonio de Ulloa*. The *Marques del Duero* will be refitted and repaired, and possibly sold.

China's reply to the collective note of the Powers on the indemnity question expresses astonishment at the enormous amount of the indemnity claimed. China undertakes, if the Powers exact it, to pay 450,000,000 taels in thirty annual instalments, including 10,000,000 from Salt revenue, 2,000,000 from native Customs, and 2,000,000 from *lekin*. She also asks for an increased Tariff. According to a later telegram, the Grand Council is in favour of an increase of the Customs Tariff and against applying the Salt gabelle to meeting the indemnity claims.

The Peking correspondent of the *N.-C. Daily News* telegraphed on the 7th inst.:—The Foreign Ministers to-day agreed to inform the Chinese Plenipotentiaries of the amount of the indemnities to be asked for. They also agree to stipulate for the abolition of *lekin*, the establishment of the tariff on a gold basis, the free navigation of the inland waters of China, and the removal of the obstacles presented by the bars at Woosung and Taku. They are not agreed as to the opening of the whole of China freely to foreign trade. Sir Ernest Satow objects to this as long as extra-territoriality obtains.

According to northern native papers, the place and manner of future audiences at Peking has now been settled. Formerly the Ministers were received in the Hall of Tributary Nations, or some other subsidiary hall, anywhere rather than in any hall which would seem to admit the equality of foreign nations. Henceforth audiences must be held in the Main Hall, such as the Pao Ho Tien or Kan Ching Tien. The Emperor must provide chairs to meet and escort the Ministers. Banquets must also be given only in the places used for such purpose by the Chinese Princes and Ministers, and not as formerly in some inferior building. A Peking letter says the total indemnity is 450 millions, to be paid by the 15th of the 5th moon. But if the Allies can withdraw earlier, then for each day so saved they will abate 800 or 900 thousand taels, as an inducement to China to hasten the peace, and so save paying such a very large indemnity.

A *New Press* telegram from Tientsin on the 6th inst. reports two unfortunate incidents there in the previous day. In the first case, a drunken row occurred in Taku Road, "a place reeking with taverns and beer saloons," and a party of German police came into contact with some intoxicated men. In the disturbances following, the German police killed a Russian naval officer, Captain Telyakowski, by shooting him. The other incident was that a guard of German soldiers, patrolling near a bridge of boats just a little way below the foreign settlement at Tientsin, issued the usual challenge to a tug owned by the Taku Lighter Company, but those on board the tug made no reply to the challenge, probably not understanding what was meant, as a state of war ceased to exist many months ago. The Germans receiving no reply, fired on the tug and wounded two of the crew. It appeared from the enquiry into the first case that a German soldier on police duty on the night in question tried to arrest two Russian naval officers, who were drunk, and whose rank he could not make out. The officers resisted, and the deceased tried to run his sword through the German soldier, whereupon the latter fired at the Russian officer, causing his immediate death.

THE INDEMNITY AND THE TARIFF.

(Daily Press, 15th May.)

The special telegram received yesterday from Shanghai, and published in our columns, has no doubt been read with much interest. The Chinese Government, it is reported, now offer to pay an indemnity of Tls. 450,000,000 in thirty equal annual instalments, including Tls. 10,000,000 from Salt Revenue, Tls. 2,000,000 from native Customs, and Tls. 2,000,000 from *lekin*. They also stipulate that the Tariff shall be increased. From this it would seem that the Chinese Government at any rate proposes to continue the present pernicious system of two Customs services and to perpetuate the *lekin* levy. If so, these decisions are to be regretted, and will, we hope, yet be abandoned. According to the *N.-C. Herald* of the 8th inst., if the Chinese Government agree to pay the amount claimed, the troops will be withdrawn from Peking, except the necessary garrison, the Emperor will return and take the reins of government, order will gradually be restored in the North, and trade will resume its beneficent task of smoothing over racial hostilities. The present proposal of the Chinese Government for payment of indemnity is less than the sum named by the Foreign Ministers, to wit £65,000,000, or roughly Tls. 430,000,000, but it is probable this difference will be bridged without much difficulty, and it is satisfactory to hear that the Foreign Ministers have agreed that any increase of the Tariff is to be conditional on the abolition of *lekin* on foreign goods. As our Shanghai contemporary says, while this is a step in the right direction, it does not go far enough, because it will leave open a door for endless disputes, arising from mistakes as to what are and are not foreign goods. The Chinese official is so ingenious that if a crack be left through which he can insinuate his way, he will, cockroach-like, flatten himself sufficiently to do so. It is also reported that Sir ROBERT HART proposes to collect the duties at a fixed rate of 6s. 8d. for the Haikwan Tael, which would be equivalent to more than doubling the tariff. If this be the case, the Powers could not consent to the Tariff being raised to 10 per cent. *ad valorem*, or the duties would be quadrupled. We should think there must be some mistake here. It is gratifying to learn that the Powers have not overlooked the question of the opening of the inland waterways to foreign trade and navigation. This privilege, nominally conceded to Sir CLAUDE MACDONALD, is to be converted into a genuine concession, unfettered by ridiculous stipulations such as those which rendered the opening of the West River a costly and disappointing farce.

If the news given by our Shanghai contemporaries be correct, then the protests recently sent home by the Hongkong and Shanghai Chambers of Commerce will be unnecessary; but it is just as well they were made, for there are still some points to be insisted upon, and in any case it is of the highest importance that the views of the two most important commercial bodies in the Far East should be set clearly forth at a crisis like that which has now arisen in China. The question of internal taxation is so large and difficult that too much attention cannot be paid to it at the present moment. The British Minister will no doubt redeem the promise made by his predecessor Sir CLAUDE MACDONALD, to the Chambers of Commerce at Hongkong and Shanghai, to afford them the chance of expressing their opinions on the revision

of the Tariff before agreeing as to any details, and there will be no great difficulty in obtaining a fairly unanimous one as to the desirability of abolishing the barrier and customs stations and consolidating the numerous imposts into one duty, which shall frank the goods to any destination. It is by this means alone that the large increase in the Tariff can be justified, and by this means, too, that trade can be developed with the interior markets now practically closed to foreign goods. Perhaps these remarks may prove a little premature, for no agreement has yet been actually arrived at, but it is encouraging to note that it is within something like measurable distance, and we trust that it will not be long before an actual basis of settlement is come to. The fact that the Chinese Imperial Court is expected to arrive at Kaifeng-fu next month would seem to point to a belief that a *modus vivendi* will be found before then. The Court will not, we may be sure, tarry longer than necessary at Kaifeng; the Emperor is reported to be extremely anxious to get back to Peking with as little delay as possible. If the position is irksome and expensive to the Treaty Powers, it is no less awkward and costly to the Chinese Government.

RUSSIA AND MANCHURIA.

(Daily Press, 11th May.)

The papers which reached the Colony by yesterday's mail bring further details of Russia's official and semi-official defence of her attitude with regard to China, particularly in the matter of Manchuria. We have already had the bare outlines of this defence, but it is worth while to quote a few of the actual words which were used by the *Journal de St. Petersburg* on the 8th ult. This semi-official organ, commenting on the Government exposition of Russia's policy, said:—"The Russian Government had been obliged to send troops into Manchuria, while entertaining none of those schemes of annexation which certain foreign newspapers had wrongly ascribed to it, and pretending to no protectorate. The railway in question [the Chinese Eastern Railway] is one of universal interest, but it is due to the efforts of Russia that it has come to be constructed. It was, therefore, necessary to make certain that the work could be prosecuted in the future in all security, and it was the obtaining of guarantees in this respect that the Russian Government had in view in the recent negotiations with the Chinese Government. It is self-evident that no military measures for the gradual evacuation of Manchuria could be adopted until these guarantees were given by China. From the moment when the conclusion of an arrangement to this effect became impossible, by reason of the obstacles encountered by the Chinese Government, Russia, while abiding faithfully by her political programme as laid down more than once, resolved to wait until a normal state of things should be re-established in China and a central Government, independent and sufficiently strong to offer guarantees against the renewal of the recent disorders, should be restored to power."

It will be seen that the universality of the interest in the Chinese Eastern Railway is insisted on, the fact that Russian efforts led to the line's construction being used as a plausible excuse for Russia's action in Manchuria, while the Manchurian Convention is pointed to as an attempt to guarantee its security. The case is very well put, from the Russian point of view, and might be calculated to deceive us if there were no

such thing as past history. With regard to the conclusion that Count LAMONOFF and his colleagues have been actuated by the principles which invariably guide the Russian Government in the affairs of the East and in their relations with other Powers, that, as the *Times* says, is a proposition we are not concerned to deny; nobody need question that Russia's action has been strictly in accordance with precedent, but those who know her diplomatic history best will be the least disposed to draw from the fact the inference she desires. Dr. MORRISON declares that at Peking there was no pretence of believing Russian explanations and assurances. The *Times* correspondent's actual words, contained in a telegram of the 7th ult., were:—"The Russian circular to the Powers respecting China's rejection of the Manchurian Convention might have impressed the Chinese mind more if the air of injured innocence now assumed were in less glaring contrast with the violence and threats which preceded its rejection. The Chinese fully realize that this contrast is due to the attitude of other Powers which Russia cannot afford to disregard. Nor can the maintenance of occupation which Russia now announces make much impression, as the difference between this and the so-called restitution under the proposed convention is scarcely appreciable. The ascendancy of Russia in recent years in Peking has been based mainly on the Chinese belief that Russia was the only Power whose threats must be taken seriously, because her might was irresistible. This belief has received a blow all the more severe because Japan, whom the Russians affected to treat with the utmost contempt, has had the largest share in dealing it." A month has elapsed since these words were written, but recent events have thrown no further light on the Manchurian question. We have reproduced elsewhere an article by Prince KONORE, which appeared in the new Japanese bilingual magazine *The Toyo*, wherein the question is discussed in an interesting manner. It is plain that Japan is becoming more and more convinced that Russian domination in Manchuria is a standing menace to the peace of the Far East and to the position of Japan herself in particular. The opinion of Europe is divided between those—the majority, we fear—who have come to the conclusion that Manchuria cannot escape Russianisation and those who agree with the Japanese view. We fancy that there is little doubt among the more far-seeing commercial men settled in the Far East that a Russian Manchuria means a closed province. The China League has taken the lead at home among other bodies who watch over British interests in China in the task of converting Great Britain generally to this view. We trust that it may succeed in creating a strong enough public interest in the matter to encourage our irresolute Government to act with decision, and with as little delay as possible in seeing that Russia carries out her pledges about Manchuria. We are told that the shelving of the Manchurian Convention was a victory. It is really little more than an initial success, which promises, however, if followed up, to result in a victory for the cause of the integrity of China.

Japanese papers state that Prince CHING and Li Hung-chang have applied to Field-Marshal Waldersee to stop the so-called punitive expedition, composed of French and German troops, to Pao-tung-fu, as the expedition will have the effect of further prolonging the stay of the Imperial Court at Hsian-fu.

THE ENROLMENT OF CHINESE FOR MILITARY SERVICE.

(Daily Press, 14th May.)

We were in hopes that the idea of enrolling Chinese for military service in British coal-mining stations was being re-considered by the War Office. This journal has always consistently opposed the scheme, whether for the mere enrolment of submarine miners attached to the Royal Engineers or for the creation of battalions of Infantry out of Chinese raw material. The Chinese have been a conspicuous failure as Police, and any Administrative Body less pig-headed than the Downing Street authorities would long since have ordered their disbandment, or at least the cessation of their enlistment. As Police the large majority of the *lukongs* have proved hopelessly incompetent, and an enormous percentage are open to bribery and corruption. It is notorious, and has been frequently proved, that the Chinese constables are and have been in the pay of the gambling-house keepers; and it is equally notorious that if there is a row proceeding anywhere the *lukong* is almost without exception conspicuous by his absence. The men of the Chinese Regiment were for the most part faithful to their salt, probably because they could not get better terms from the other side, and because the operations were commenced too suddenly to admit of any serious plans being taken in advance. For them there was little chance of their surrender being accepted by the Boxers, who saw in them betrayers of their country, and the vile mercenaries of the *fan kwei*. Had any private of the Chinese Regiment offered to lay down his arms, his surrender would have been quickly followed by his merciless slaughter. Cases of attempted treachery there were, we believe, and some instances of cowardice, but as a body the Chinese Regiment drilled at Weihaiwei proved faithful. Had circumstance-favoured their profitable desertion, it is to be feared they would very quickly have gone over to the enemy with their arms and accoutrements. We can give them little credit for disinterested staunchness; it does not exist in the Chinese. They are troubled by few scruples, and would fight for the best paymaster as a rule.

Quite apart from the question of their fidelity, however, there are many good and cogent reasons why Chinese should not be used by the British Government as mercenaries. In the first place it is immoral to hire them to fight and kill their own countrymen. The facts that the Chinese are a singularly callous race, and that people of one province are virtually strangers to those of another, should not be used as arguments in favour of such a course. They are to some extent arguments in favour of the likelihood of their faithfulness to their employers, but they do not count for much when the question of morality comes in. The fact that the different races of India have been used to keep one another down may perhaps be quoted in favour of the employment of Chinese as soldiers, but if so, it does not apply, for the circumstances are not the same. The people of China are far more homogeneous than the varied races of India. That peninsula was split up into a number of different empires, kingdoms, and states, inhabited by diverse races, professing different and hostile religions, practising, in many cases, very different customs, and some of them had been hereditary foes for generations. It was because the establishment of the British Raj brought peace where once reigned war, rapine, and misery, that the nations of India hailed

its advent with satisfaction, and the warlike races were eager to serve under the British banner, both to free themselves from tyranny and to obtain revenge for past injustice. In China none of these conditions obtain. The people of the eighteen provinces yield willing obedience to the, to them, somewhat mythical Throne at Peking, and no one race, class, or caste in the Empire has ever had the opportunity of exercising domination over another. There are, therefore, no grievances to be redressed as against the ruling Power; there are no jealousies, no hatred of any special race, not even the Manchus, though latterly a feeling of dissatisfaction with the dynasty has grown up among the friends of Reform in the Empire. This, however, has not been confined to any one province; it is common among all those Chinese who would like to see abuses in the administration put down.

The other arguments against the enrolment of Chinese as soldiers of the King are not far to seek. They are not a martial people and have no stomach for fighting. They could not be relied upon for a moment if the majority of their officers were shot down: they would then become victims of panic, and, as happened in the Sino-Japanese war, they would tear off their uniforms, throw away their arms, and seek safety in flight. They are naturally slipshod and slovenly, and have a great aversion to discipline of any sort. They cherish the queue, and they dislike any attempt to lick them into shape as a body. They join the service simply for pay or for plunder, and they only regard the career as a temporary one, a stepping-stone to something more lucrative. They are not to be trusted with valuable arms, which, if left long in their charge, would soon become utterly useless. This is the case with all so-called Chinese "braves"; their arms are speedily reduced to inefficiency by rust and the loss of various fittings, which are promptly disposed of to the first hawker, unless, as in the case of the Customs guards, the rifles are not allowed to remain in their custody except when in actual use. The Chinese are not British subjects; very few naturalise or become in any way attached or accustomed to British customs or usages. It is, therefore, inadvisable to raise mercenaries from such material, more especially when there is no lack of recruits within the limits of the British Empire. If the supply of raw material should really fail us, it would be time to look round and consider from what source it would be most prudent to seek mercenaries. Except in case of absolute necessity, however, we would strongly deprecate the engagement of mercenaries of any sort to fight the battles of the Empire. Let the honour and the danger be alike reserved for the sons of that Empire, who are far more likely to fight with enthusiasm, when they find only fellow-subjects of the King-Emperor standing shoulder to shoulder with them under the Union Jack. King Edward's army may be compared with some European armies, numerically small, but let it at any rate be composed of the best material procurable.

(Daily Press, 16th May.)

The remarks in this column on the 14th instant on the enlistment of Chinese for service as infantry at Weihaiwei have elicited some interesting comments from our subscribers. So far nothing but concurrence in the views expressed has reached us, opinion being pretty strong generally against the employment of Celestial mercenaries. One esteemed correspondent points out, however, that we missed one point which is

worth investigation. Out of all the men of the First Chinese Regiment—we trust it will also be the Very Last—that went to the front in North China, only quite a small number, not more than 200 in all, returned to Weihaiwei. Few casualties occurred among them, but the large majority of the rank and file, who had devoted themselves most industriously to the collection of loot, simply deserted with this spoil. They did not go over to the enemy, but, having secured a lot of plunder, they merely made off with it without the formality of asking for leave. All the cost and trouble of training them has been thrown away, and presumably the arms and uniforms are also lost. We should be glad to receive exact particulars of this matter, being most anxious neither to exaggerate nor set down anything that is not strictly correct. It is a duty we, in common with every British journal, owe to the British taxpayer, to see that his money is not wasted on useless or dangerous experiments. We regard this attempt to make soldiers out of the "can do" Chinese coolie as an experiment, and we earnestly advocate its early abandonment. If some of those who are possession of the exact facts with regard to this question will supply us with reliable particulars, they will be rendering a service to both King and Country by thus making them known.

TREATENED TROUBLES IN COREA.

(Daily Press, 17th May.)

The telegram from our Shanghai correspondent which reached us on Wednesday night too late to admit of any comment shows that the reports which have been published in the Japanese papers about the difference between Mr. McLEAVY BROWN and the Korean Government were not at all exaggerated. We may recapitulate the Japanese official statement of the case, as already quoted in these columns from the vernacular papers. It is said that the Korean Government called upon the Commissioner of Customs to give up his official residence in April last (this should be March), without giving him any notice beforehand. The British Acting Minister to Seoul lodged a strong protest with the Korean Government against this action, and the matter was dropped for the time being. Later, however, the Korean Government sent an official document of a decisive nature, and demanded the transfer of the Customs business and the surrender of the official residence of Mr. McLEAVY BROWN. Mr. BROWN's engagement does not expire for five years; but the Korean Government is using all possible means to compel him to leave their service. The recent demand for the surrender of the Customs business, it is presumed, is intended to enrage Mr. BROWN to such an extent that he will throw up his position.

With regard to the above, we were informed last month that the affair had been amicably settled between the British representative and the Emperor of Corea. If this was ever so, it is evident that the settlement was of brief duration, and that the Korean demand was renewed almost immediately. It cannot, of course, be credited that the whole difficulty arose out of a paltry question about the site of Mr. McLEAVY BROWN's house. The able and level-headed Commissioner of Customs has had many enemies around him at Seoul, and in spite of his invaluable services to the Korean Government would a long time ago have been ousted from his post but for the constant support of the British officials. It has been stated, without any proof, how-

over, that the present attack on him was prompted by his opposition to some proposed financial measures—whether or not the new loan, it was not certain. But all that is definitely known is that great pressure has been brought to bear on the Commissioner. A Seoul telegram, dated 4th May, says that in response to the Government demand for the evacuation of his residence, Mr. Brown has asked for another year, as he cannot procure a suitable building for his house and the office. The Korean Government has refused his request and indicated that they will use force if necessary to carry out their object. Upon this, it is stated, the British Minister telegraphed for a warship, and on the 3rd inst. a cruiser arrived at Chemulpo, bringing the number of British men-of-war there up to three, including H.M.S. *Barfleur*. Should the Korean Government go to the length of force, it was added, British marines would be landed to protect Mr. McLEAVY BROWN, but it was expected that the Government would back down and settle the affair amicably. However, the report from Weihaiwei on Wednesday that a force of 1,500 men, under the command of General DORWARD, was being held ready to embark on H.M.S. *Terrible* for Chemulpo at six hours' notice indicates that the Korean Government has not commenced to back down yet. It must be confessed that it looks almost as if there were some stronger power behind the Koreans in this matter. The Korean Government may have embarked on its suicidal policy on its own initiative, as a result of internal intrigues; but the suspicion is difficult to quiet that the first impulse came from outside.

THE GOVERNMENT OF HONGKONG.

(Daily Press, 18th May.)

With very much that our correspondent "Scrutator" said, in his lengthy indictment of the Government in Thursday's issue, we are bound to agree. It is only too painfully true that after seven years' experience of that annually recurring affliction, the Bubonic Plague, we are still almost as powerless to cope with it as we were in 1894, when it first appeared in epidemic form. It is not creditable to the Colony that practically nothing has been learned of this disease: that it is still as virulent and fatal as when first it startled us into temporary sanitary activity; and it is deplorable that medical science has as yet been unable to find a remedy for it. The Government have not done what they could. The medical staff is entirely inadequate to carry out the work of disinfection, inspection, and supervision necessary if the city of Victoria is to be made even approximately healthy. The drainage is also most unsatisfactory, and is altogether on a wrong system. There is not water sufficient to flush it, and the drains are continually getting choked. Nothing more insane could ever have been thought of than to endeavour to carry out the present system of drainage in a town occupied by Chinese. All authorities who know anything of the East and of the tropics agree that surface drains, daily flushed and cleansed, are alone suitable to the conditions of the Chinese town. No water-closets and no closed drains ought ever to have been allowed, and every means should have been adopted to prevent the saturation of the soil that has been going on for five decades. The Government have been warned repeatedly of this; so long ago as 1875, Dr. AYRES, the then Colonial Surgeon, informed the Government that sooner or

later a deadly epidemic would result from the gross neglect of sanitary laws then being permitted; but his report was suppressed, and the warning disregarded. Since then spasmodic efforts have been made to undo the mischief of the past, a Sanitary Board has been established, and a Public Health Ordinance passed. But the Sanitary Board has never been allowed administrative functions, and the funds voted for sanitation have been on a small and grudging scale. Even the Board's recommendations, after being carefully thought out, have frequently been shelved, and sometimes wholly ignored.

If His Excellency the GOVERNOR really hopes to see the Colony freed from this deadly visitant he must shake himself free both from dread of expense and from fears of coming into collision with Chinese prejudices. The plague epidemic cannot be effectively grappled with by kid-glove measures, nor will the proper sanitation of the city be secured without a large outlay. The longer the work is delayed, the more difficult will it prove and the more costly. Meantime the trade of the Colony is suffering severely by the port being quarantined for some six months every year, and the partial derangement of business caused by the ravages of the disease. The Colony must be prepared to grasp its nettle boldly if the danger with which it is now confronted is ever to be brought under control. Half measures are of little use; to accomplish any real amelioration of the conditions existing, a comprehensive scheme should be deliberately thought out and intelligently worked, with due regard for vested interests, but with no weakness for any class or race of the community. The question of the drainage is the one that should first be taken in hand. Some few years back the Colony was, without due consideration for the conditions prevailing, committed to the present dangerous system of drainage. Then there is the question of overcrowding. This should never have been allowed, but it has grown up, and is now a difficult nut to crack, both on account of the vested interests involved and because of the impossibility of the working classes and those just above them paying the rents demanded. Our correspondent "Scrutator" is perhaps a little wild when he talks of "rapacious landlords"; the landlords are not so much to blame for the high rents as the scarcity of land and the greatly enhanced cost of building. High as rents undoubtedly are, it is a well-known fact that it is impossible to build new houses to let at lower rates; in fact, it is difficult now to make new property pay a reasonable interest on capital. There seems reason to believe that the Chinese workmen employed in the building trade, through their guild, prevent free competition in the labour-market by restricting the supply. This at any rate is currently believed, and not without cause. If such combinations are proved to exist, the Government should take steps to procure their suppression and to prevent their formation in the future. It is their duty, too, to encourage the acquisition of sites by householders for their own occupation by not fixing the upset price too high or imposing an excessive Crown Rent. With the very short leases granted, the Crown Rent should be reduced instead of being, as is the case, increased since the reduction of the Crown lease from 999 to 75 years. Considering the difficulty of housing the people, and the fact that Victoria is cut in half by the interposition of the Naval Yard and Military Cantonments, it was manifestly the duty of the paternal Government to provide means of speedy communica-

tion between the centre of the city and its distant suburbs at each end. The necessity for this has been glaringly evident for the past fifteen years. Yet nothing has been done. The Government have quietly waited for relief to come from outside, regardless alike of the public weal and of their own duty as the only municipal authority in the Colony. It is high time that they woke up to a proper sense of their duty, and if they are not at liberty to delegate their municipal duties to a body of the taxpayers, they should at any rate discharge those duties as efficiently as a Municipal Council.

At the same time it would be well for "Scrutator" and those who think with him—and that they are many—we are well aware—to remember that the members of the community here have not so far exhibited much real interest in the conduct of public affairs. It is easy to criticise and to find fault; it is much more difficult to discover a remedy for the ills that afflict the body politic. Comparisons with Shanghai are common enough, but they are not always sound or just. The conditions in Shanghai are essentially different, more especially in the matter of taking precautions to keep out plague. There it is comparatively easy, with the aid of the Customs staff, to board every steamer that arrives and to inspect passengers; the organisation exists to hand, and the arrivals are all, so to speak, under the official eye. Here in Hongkong, in addition to the fact that there is no Customs supervision, there are steamers, ships, and native craft arriving at all hours and from every direction with passengers, and it would be very difficult to inspect all before allowing them to land. Hundreds of passengers are continually coming in from adjacent islands and the mainland, whose movements could scarce be watched. We do not say it is impossible, but it would be so difficult that there is some excuse for the fact that it has not been done. Whether more would have been accomplished had Victoria been governed by a municipality, we are not prepared to say. We think it probable, but our experience of what has happened in connection with the Sanitary Board does not inspire too much confidence. The community here has less leisure than the people of Shanghai. This arises, perhaps, from the fact that there are more steamers entering and clearing here; that it is the Clapham Junction of the Far East, while Shanghai, though a very busy port, suffers far less pressure. Moreover, Hongkong residents have not yet learned to trust to their own efforts; they know the Government officials are paid to do the work, and they are not anxious to take fresh burdens on their shoulders for which they have to give up valuable time—the equivalent of much money. The recent protest of the special jurors against an unnecessary consumption of their time by being summoned on trivial cases, is an indication of the value of that time. In few places, either in the East or elsewhere, is the business stress greater, and in no city in the world would it be more difficult to find a dozen well-qualified unofficial civilians who would be willing to devote the necessary time to the management of municipal affairs than in Hongkong. Yet a change from the existing system is certainly desirable. We do not get sufficient done for our money. We are afflicted with too much red tape. We are restricted by parsimony, and yet sometimes suffer from waste. The machine is not worn out, but it sadly needs putting in order, and a provisional experiment in the shape of self-government might at least

be extended to the city of Victoria, for which a municipality could be granted consisting of a majority of members representing the taxpayers with a proportion of officials to represent the Government.

HONGKONG'S WATER SUPPLY.

(Daily Press, 13th May.)

Of the Report of the Director of Public Works, for the year 1900, no section will be read with more public interest than that which deals with the water-supply of the Colony. This question is one which comes to the front at some time in the course of every year. This year, owing to the eccentric action of the Water Authority in the second week in April, the Colony was "enjoying" the intermittent supply which at one period or another becomes an annual feature. At the present moment we are abundantly supplied with water, but this is only seasonable. We are not yet in a position, either on the island or on the mainland, to look forward with equanimity to a long dry summer. However, from Mr. ORMSBY'S Report we can see what is being done to put us eventually in such a position. It has been decided, he says, to proceed with the construction of three more reservoirs in the Tytam Valley, one of which is being commenced this year. The three reservoirs are to hold seventy, forty, and twenty million gallons respectively, and all are expected to fill in a wet year, bringing up the total holding power of Tytam Valley to five hundred and thirty million gallons. The raising of Pokfulam to the extent of two feet will add another four million gallons to the supply. A new service reservoir was commenced at the end of last year above the Military Hospital, to be filled from the Bowen Road beds and reservoir. Mr. ORMSBY is not optimistic about the Peak supply, which will remain "in a somewhat precarious and unsatisfactory state" until the Mount Gough reservoir is completed. With regard to Kowloon, residents there will be glad to read Mr. ORMSBY'S assurance that "in a few years Kowloon will have a plentiful supply of good water, without any pumping, from a reservoir to the north of the hills bounding the harbour." A site has been found, five miles and a quarter from Tsim Sha Tui, below the new road to Taipo, for a reservoir with a drainage area of 517 acres, impounding over three hundred million gallons. It is to be noted that valleys now reserved for Kowloon's water-supply will be available for sale after construction of the new reservoir, and, as Mr. ORMSBY says, good building-sites both for Europeans and for Chinese will be opened up by the construction of cross-roads. He adds that, with the growth of British Kowloon in view, broad and straight roads are being, and should continue to be laid out, and open spaces for parks and recreation grounds reserved—a point for which we have always pleaded and which we are glad to think is kept in sight by the authorities. The general purport of the Report with regard to our water-supply is that within a few years' time the Colony will be exceedingly well equipped. The probable date of completion of the Mount Gough reservoir is not stated, and we do not therefore gather when the Peak district is likely to be relieved of its present inconvenience. We note that Mr. HOLLINGSWORTH'S Report on Water and Drainage Works, which is included in Mr. ORMSBY'S, alludes to the steady increase in consumption of water in the Hill district, necessitating the steam-pumps being kept working day and night.

THE LAND COURT AND THE NEW TERRITORY.

(Daily Press, 16th May.)

In the last number of the *Government Gazette* appears the Report of Mr. H. H. J. GOMPERTZ, Member of the Land Court, on the work of the Court last year. To the Report are appended some "Notes on Land Tenure in the New Territory," which go into the general theory of Chinese tenure, anomalies in the New Territory, and the system of land registration. Anyone reading the Report will appreciate that the Land Court undertook a long and arduous task when it commenced to settle claims and survey the New Territory. With regard to the claims, Mr. GOMPERTZ points out that it would accelerate the work considerably to have two more Cadets as Assistant Registrars to work in advance of the Court and prepare the ground for its operations. In survey work, on the other hand, the Colony had the services of a staff of trained Indian surveyors, which, in the absence of any properly qualified Chinese surveyors, was a great advantage. Mr. GOMPERTZ gives a general sketch of the procedure of the Court, which is briefly as follows. A district is selected and its boundaries marked out, and a date is then fixed after which no claims will be received by the Court, notices being sent out. A demarcation party goes out, and persons are invited to attend and give particulars of ownership, pointing out their land, the outlines of which are put into the map. On the last day of claim, the Court has in its possession the maps, the Survey Department's statement giving areas of every claim, the actual claim-forms, and the demarcation books. All unclaimed land falls to the Crown. The disputed claims are next separated from the undisputed, and the latter are first carefully examined to ascertain whether there has been any effective occupation, for, as the Report says, now that there is a ready market for the land, many are anxious to assert rights of ownership which they have never possessed, or which have long lapsed to the Crown in consequence of abandonment of the land. Concluding his sketch, Mr. GOMPERTZ says: "It will be seen that until a good deal of work has been done on the land the judicial functions of the Court do not begin to be exercised. As soon as the last day for receiving claims is past, all the land in a District that has not been claimed should be marked off as Crown Land. When all the claims are collected, the separation of those which are undisputed will leave a comparatively small residuum for the Court to deal with. The undisputed claims are immediately available, and can be handed over to form the basis of a permanent rent-roll."

From the last sentence of the above it will be seen that the work is now in hand by which districts in the New Territory are to be made to pay their contribution to our Colonial revenues, as they should have done long ago. Hitherto during our three years' occupation of the Territory the owners or presumed owners of land have apparently been enabled to enjoy their claims free of rent. We have not heard of any payment on account of even a portion of the rent for land. It is likely, we fear, to be long before the Land Court finishes its work, unless the available Staff is increased as suggested by Mr. GOMPERTZ. The question is worth serious consideration whether it is not possible to ask the present holders of unsettled land to make some payment at least for the privileges which they now

enjoy and in which the majority of them may ultimately be confirmed—for, as the Report points out, by far the major portion of the land under cultivation or covered by buildings is held by persons whose claims to the ownership is not disputed. In these circumstances, it is not unreasonable to expect that those who enjoy privileges should commence to pay for them, partially at least, now. They have too long been in an entirely anomalous position. Anything tending to relieve the burden on our exchequer of the New Territory is to be welcomed, we should imagine. The Land Court occupies the time and labour of valuable officials, and it must be a matter of many years before the New Territory can be made to pay its way. In the meantime we have at least one way, involving no hardship or injustice to the occupiers of land, of obtaining a small return from the New Territory. It is impossible to avoid the conviction that hitherto affairs then have been completely mismanaged from the financial point of view.

PRACTICAL CHINESE TEACHING IN LONDON.

(Daily Press, 17th May.)

In the Report just received of the China Association, 1900-1901, the following paragraph deals with the scheme for teaching practical Chinese in England:—"The project, outlined in the last Report, of founding a School of Practical Chinese has been carried into effect. The teachers whom Mr. Brown went out to China to select arrived in July. As the University had not yet been fully constituted, rooms were taken in Vernon Place, and tuition was begun. . . . The organisation of the University having since been completed, application has been made to the authorities for the measure of recognition which the Association was encouraged to expect; and there is reason to believe that a favourable answer will be returned." The Report goes on to say, and everyone, we imagine, will agree, that it is a little remarkable that no previous attempt has been made in England to supply a need long recognised in Paris, Berlin, and St. Petersburg. It is part no doubt of the general neglect of Chinese affairs which has been so marked in England of late years and which has only partly been disturbed by the momentous events of the present crisis in China. The China Association rightly feels some satisfaction at having supplied the defect. It will be noted in an appendix to the Report that subscriptions to the scheme are coming in well, many names well known here appearing on the list. Mr. GUNDEL purposes to devote to this object £600 placed at his disposal last year by members of the Association as a testimonial, and it is evident that there will be no lack of support. Finally we may note that the scheme is intended for every grade of Chinese study, from that of the general learner (whose aim in the majority of cases will be a commercial equipment for the Far East) to that of the sinologue pure and simple.

A Chinese gentleman living near Shanghai has presented to the Rev. Timothy Richard to be handed over by the latter to the Municipal Council for the benefit of the foreign and native community there, his magnificent library, which contains a number of very valuable and in some cases unique Chinese works, and the sum of fifty thousand dollars for the erection of a suitable building. A scheme is in contemplation to unite in one building this library, the Museum, the Royal Asiatic Society's library, etc.—*H. C. Daily News*.

THE ORISIS: TELEGRAMS.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 10th May, 7.35 p.m.

Reliable information from Hsianfu states that the Empress Dowager's favourite eunuch, Li Lien-yang, is heading a strong reactionary party, including Lu Chuan-lin and Yung Lu, inside Hsian, and several high provincial officials outside, with a view to abolishing the Emperor and substituting Prince Tuan's son, Pu Ch'un, on the throne.

It is believed that Prince Tuan and General Tung Fuhsiang are preparing their troops and await the Empress Dowager's commands.

SHANGHAI, 12th May, 6.57 p.m.

The friends of the Emperor are in strong hopes that, if they are successful in baffling the designs of Li Lien-yang and Lu Chuan-lin, this week they will rescue the Emperor and convey him to Peking, the Empress Dowager remaining in Honan until Peking is in a settled state.

SHANGHAI, 13th May, 8.25 p.m.

The Chinese offer to pay 450,000,000 taels in thirty equal annual payments, including 10,000,000 from Salt revenue, 2,000,000 from native Customs, and 2,000,000 from *lekin*. They also ask for an increased Tariff.

The local mandarins learn officially that the Imperial Court arrives at Kaifengfu next month.

SHANGHAI, 16th May, 7.42 p.m.

Hsianfu despatches state that the health of the Imperial Court is perfect. The Grand Council proposes to pay the indemnity by an increase of the Customs Tariff, not by the Salt gabelle.

All the Chinese and Manchu officials and merchants in Peking are sending a memorial to the Emperor, urging him to return.

SHANGHAI, 17th May, 7.55 p.m.

A Chinese official from Hsianfu declares that he saw Kang Yi alive there.

The Kansu troops guarding Hsianfu, not having been paid their wages, are mutinying. An Imperial Decree orders the disbandment of last year's rescue armies.

The report is revived that Russia proposes to take Chinese Turkestan in exchange for Manchuria.

Peking reports that the French military headquarters moved to Tientsin to-day.

THE COREAN TROUBLE.

SHANGHAI, 15th May, 11.16 p.m.

Weihaiwei reports that a force of 1,500 troops under General Dorward is ready to embark on H.M.S. *Terrible* for Chemulpo at six hours' notice.

A Tokyo telegram, dated the 3rd inst., says:—The import duties at Newchwang are levied at the rate settled by treaty with China at present, and Russia is not able to levy a higher duty. When the place was first occupied by the Russians, their officials hoisted the Russian flag over the Customs, but it was eventually hauled down owing to a joint protest by the Powers. The Russians issued a regulation in which it was stated that one Russian official would serve in the local customs. No protest was raised by the Powers and a Russian official has been serving in the Customs since. The revenues of the Customs belong to the Chinese Government as a matter of fact; but it is not definitely known now where the money goes to.

THE NEED OF MUNICIPAL FREEDOM IN HONGKONG.

COMPLETE FAILURE OF THE EXISTING SYSTEM.

TRIFLING WITH EVILS.

It may rightly be claimed for Hongkong that it is the most important British colony in the Far East. Whether from a naval, military, or mercantile point of view, it is the premier Colony; it is a strong naval base; its military position is of great and increasing importance; its commerce is vast, and its shipping is proudly referred to as being third in the world's record. The importance and influence of Hongkong is therefore unquestionable. The Colony is wealthy; in 1899, the excess of revenue over expenditure amounted to \$447,350. H.E. Sir Henry A. Blake, G.C.M.G., in concluding his report, as Governor of the Colony, for 1899, wrote: "The future prospects of trade are good, . . . the general condition of the Colony is most flourishing, and with the command of cheap labour, it gives promise of developing into a great manufacturing centre."

The prosperity of Hongkong is due to the energy of the European merchants, and to the facilities the Colony offers to the Chinese for making money, and the security it provides for that money when they have made or are making it. As a manufacturing centre it will never equal Shanghai; its recently acquired territory is a costly encumbrance necessitated through military reasons; its advancement depends on its wise government and the security offered to the colonists, European and Chinese, who reside therein.

Accepting that to be correct, can it be reasonably claimed that the Colony of Hongkong is administered to the satisfaction of the residents; is it wisely governed and is full security offered to those who live and have their being here? Concerning the military and naval aspects of the case, the residents rightly enough do not claim to exercise any rights of control. They help the Imperial Government as much as possible by a yearly military contribution. Beyond that, those subjects in a Crown colony are rightly enough outside the province of the colonists. In the matter of local protection, Hongkong is as well policed as Singapore, Penang, and the settlement of Shanghai. It is right to admit that Hongkong is on the whole fairly well guarded by a good disciplined police force, though that force might well be increased. It is not with the attacks of thieves or bandits that the European or Asiatic resident in Eastern colonies is concerned, for efficient policing affords protection in most civilised centres. It is immunity from sickness and disease, the possibilities of living safely and economically, and of being permitted to exercise a voice in the municipal government of the place. These are the cardinal points which claim attention. These are essentials for the permanent prosperity and advancement of any colony; these are features which are lacking to-day in Hongkong. We may pride ourselves on our position in shipping; H.E. the Governor may write optimistically of our commerce and revenue; but the fact remains the residents are denied the liberty extended at home to a rural parish council, and are compelled to live under conditions which in certain respects are more applicable to the 12th than the 20th century.

Briefly, Hongkong at present is suffering, and is likely so to suffer for some time to come, from the following choice collection of evils in a severe form:—Bad sanitation, insufficient water supply, bad roads, inability to cope successfully with infectious diseases, overcrowding, excessive rents, high prices for food, lack of efficient schools, and other minor questions. Some of these were casually noticed in H.E. the Governor's last report; others were ignored. Elsewhere, in most civilised places, the eradication and prevention of these attributes of a thickly-populated centre are a responsibility enjoined on the residents themselves, and from the experience of other places in the East it is conceivable that an energetic Municipal Council with money and freedom might successfully combat these evils here. But the Government—such as it is—prefers to exercise its own municipal control

with lamentable and disastrous results. H.E. the Governor omitted in his Blue-book to point out that Hongkong is acquiring a reputation as a centre for bubonic plague, which breaks out yearly and cannot apparently be eradicated; that from a sanitary point of view the disease is more or less trifled with; that overcrowding exists on a gigantic scale, and any relief (like the present reclamation scheme) is left to private enterprise; that excessive rents and food prices are still going heavenward, without any scheme of relief being forthcoming; that some of the most important roads, like the system of drainage, are in a most objectionable and dangerous condition; that unless these evils are removed the prosperity of the Colony must necessarily suffer; that the residents have demanded the right—which every British community is considered to possess and does possess elsewhere in the Far East—to regulate their own parochial affairs with a view to mitigating and eventually stamping out these evils.

First let us consider briefly the question of plague. Few residents of observation will be prepared to affirm that this is being dealt with as it should. The Government had a surplus in 1899 of four hundred thousand dollars; at a recent meeting of the Sanitary Board the Medical Officer descended to question the wages of coolies engaged at the plague hospital! The plague is with us with renewed severity; there have been 500 cases this year known to the sanitary authorities, and probably twice as many unreported cases. At this period when the Government should be expending every cent it can possibly gather to stamp out this vile disease, we find an undermanned sanitary staff, and the only trained sanitary officer absent on leave! The sanitary staff consists of a doctor and about twenty inspectors, who are not paid sufficiently well enough to induce a man with sanitary training and experience to accept such a post. These officers at present, as can be readily understood, are much overworked. These, with a few others, form the staff that is supposed by a careful Government to look after a densely built city containing a population of 10,000 foreigners, and 280,000 Chinese, which is infected with plague and is not free from other diseases.

Dr. Tidswell, the Principal Assistant Medical Officer of the Government of New South Wales, contributes an article to the January number of the *Journal of the Sanitary Institute* entitled, "Some Practical Aspects of the Plague in Sydney." Though there were less than twenty cases of plague in Sydney, it is interesting to quote the precautionary measures. Dr. Tidswell writes: "Under ordinary circumstances the medical staff of the Department of Public Health were two (now three) specially qualified hygienists; but there were in addition two Medical Officers of Health, more or less closely in touch with the central office. On the outbreak of plague the medical staff was increased to seven members; two stationed at the hospital, three engaged in regular visitation of the patients, and two mainly occupied in administrative and other general matters connected with the epidemic. From time to time we had the assistance of medical visitors from other colonies who came to gain experience, and of many medical men practising in Sydney, but these were chiefly employed in connection with the inoculation of Haffkine's fluid. I must here remark that, once convinced of the reality of the plague, the medical profession generally gave courteous and loyal support to the Department."

Apparently in Hongkong, in the necessary matter of house-inspection, no provision was made in advance to combat the disease. Whilst the insanitary and uninhabitable rookeries remain standing in Hongkong, plague, many medical men think, will be always with us; and as vested interests are so great and apparently the principal interests are unofficially represented on the Legislative Council, these valuable alums are not likely to be rebuilt until they have collapsed through age. The apparent indifference of the foreign community to plague entitled the Sanitary Department to indulge in slovenly and dangerous habits; and it even went so far as to send plague-baskets over to Kowloon by the public ferry, and would no doubt have continued to do so still had it not been for the newspapers.

For this criminal negligence on someone's part the Medical Officer acknowledged his regret. The same officer any day on Caine Road can witness the intermittent passage of but partly-closed plane baskets filled with infected clothing, which are dumped down outside open windows and in much used thorough-fares, whenever the coolies desire to rest.

Now that Europeans in the last few days have succumbed to plague, Dr. Bell may readily be assured that carting a dead-box through the leading streets is not exactly decent, and is an objectionable and a dangerous practice. They would not do it in the streets of London, and there is no reason why it should be done here, although the doctor may personally approve of it. It is, to put it mildly, disagreeable to residents and cruel to the patient. Steamers arriving from Singapore and Manila are rightly quarantined; but is there any inspection over the thousands of natives who daily arrive from plague-stricken Canton, or does the number of passengers appal the Government by its immensity? If so, contrast this inaction with the thorough way in which the Shanghai Municipal Council has dealt with arrivals from plague-centres, which has resulted in the "Model Settlement" being uncontaminated when the disease raged here. The plague question is a vast and a grave question; at present it is more or less trifled with, and the Government prefers to make new roads in a new and barren territory to expending money and energy on cleansing and purifying the vile slums in this overcrowded city.

The Director of Public Works has presented us with a good deal of information about roads in the New Territory, which in years to come will no doubt prove of public use and benefit. If the Acting-Director of Public Works will go out of his way to visit the Western portion of Des Vaux Road and the roads opened on the New Praya and leading to the Canton and Macao Steamer Wharf, he will find roads (!) which would disgrace a Chinese village. These roads are used by thousands of people daily and are absolutely dangerous in wet weather, and they have been in this condition for more than two years. The road to Kowloon Docks is so bad that accidents occur daily, and except to pedestrians it is impassable after rain. The vehicular traffic in the business part of the Colony is very small and is confined to a few roads, and considering the unsatisfactory state they are generally in, it might be well to send a deputation from the Colonial Engineer's department to Macao to study the road system there. In the matter of roads, Hongkong is immensely behind Singapore, the roads of which Colony are usually splendidly kept up.

Another evil which Hongkong is suffering from is that of overcrowding, which the Government is attempting to mitigate by the introduction of the recent ordinance. This naturally falls hard upon the Chinese coolie, who must either pay an increased rent to reside in town or go outside and live at a considerable distance from the scene of his labours. At present no facility exists in the matter of cheap transport, though occasionally rumours are heard of a electric tramway that is to be started, which will enable the European and Chinese employee to live in the suburbs under healthy and reasonable conditions and enable him to travel cheaply to and from his business. But in introducing such an anti-overcrowding ordinance the Government made no arrangement to grapple with the inevitable result. One of the principal reasons why the plague and other infectious diseases cannot be eradicated from the centre of the Colony is owing to the densely-built streets and badly erected houses. Open spaces as lungs are unknown in the lower thickly-populated levels of Hongkong, and the houses in the slums, which are many, were apparently erected with but one object—to enable the landlord to get as much rent as possible. The houses are badly lighted, ill-ventilated, and are occupied by a race of people who above any should be treated with as much light and air as can possibly be given them. Hygienic conditions cannot be said to exist, and if Hongkong is ever to be free of plague and other diseases arising from dirt and overcrowding these slums will have to be demolished, roads widened, and open spaces provided. It can serve no useful purpose to pull down an infected

house, and build another exactly like it on the same spot. It would mean an enormous expenditure if the whole of the slums of Hongkong were to be destroyed; other cities of the world are doing it, and surely Hongkong can attempt something practical if gradual in this direction. Vested interests are great, and the disadvantage Hongkong labours under is that the unofficial representatives on the Legislative Council are concerned with those vested interests. The Government gracefully left it to the Senior Unofficial Member to attempt to grapple with one of its duties in dealing with overcrowding in Wanchai, and even condescended to put a few impediments in the way, which fortunately were negotiated, and Wanchai is to have its reclamation scheme put into practice. The Senior Member is to be congratulated upon doing what the Government should have done and it is perhaps fair to acknowledge he will be amply compensated by the results.

The other evils can only be dealt with briefly. The question of exorbitant rents is one which presses very heavily on most residents—particularly Europeans with moderate incomes—the Portuguese and the Chinese. In the majority of instances the extortions of the landlords are akin to robbery, for rents have been jumped up without any reason beyond that the owners wish to squeeze as much as possible. The Government's position is that the taxes have increased in proportion, and the Government thereby participates in flagrant squeezing. Prices of provisions are continually rising through the action of monopolists, as the recent Commission proved. It is difficult to recognise how the Government could interfere in the matter, but it is equally difficult to believe that the Government charged with the prosperity and welfare of the Colony can remain idle whilst the poorer residents are bled month after month by rapacious landlords and rascally monopolists. Elsewhere in the East, under other governments, a very drastic treatment would be meted out, and it is conceivable that some methods of alleviation could be developed here.

These are some of the evils the Government might tackle with energy and perseverance; but, as residents only too well know, they are not all. They are, however, sufficient to go on with. Seeing that some of them really come within the scope of municipal control, and that the wretched Sanitary Board faro has been tried and failed, is it not about time that Hongkong should possess the privileges accorded to Singapore and Penang, and the settlement of Shanghai? These places have their Municipal Councils, with most successful and gratifying results. If we possessed in Hongkong that right of control over municipal matters which prevails in Shanghai, it is quite possible to believe that under the guidance of the leading residents as Municipal Commissioners in the Colony, and with a liberal expenditure, many of these evils would be soon abated. We should have good roads, a system of drainage less obtrusive and dangerous than the present, an efficient water supply, a thorough sanitary system of control, a gradual disappearance of slums, and many other improvements which a board of elected unofficial members, who know so well the needs of the place, would provide. The municipal control in Shanghai is one of the least costly, and considering its conditions, the most efficient in the world. Its district adjoins a Chinese city containing 5,000 Chinese, and its municipal affairs are conducted without friction and with complete satisfaction to the residents. With a thorough system of inspection Shanghai has kept the plague from its doors. Singapore and Penang are as well administered municipally as Hongkong is the reverse. Therefore the time has come for Hongkong to be allowed to undertake a task performed by ratepayers successfully elsewhere, which the local government has absolutely failed to accomplish. Otherwise a continuation of existing evils will invite the appointment of a Special Commission to consider them.

SCRUTATOR.

A Chamulpo telegram of the 5th inst. states that eight of the crew of H. M. S. *Barfleur* carried away a quantity of china goods from a Japanese store there, when a dispute took place between them and the Japanese. Two British and four Japanese were injured in a fray which ensued.

HONGKONG SANITARY BOARD.

A meeting of the Hongkong Sanitary Board was held on the 16th inst., the Hon. F. H. May being in the chair. There were also present Lieut. Colonel Hughes, Dr. Bell (Acting Principal Civil Medical Officer), Mr. Brewin (Registrar General), Mr. E. Osborne, Dr. Clark (Medical Officer of Health), Mr. Fung Wa Chuen, and Mr. G. A. Woodcock (Secretary).

DUMPING INFANTS OUTSIDE CONVENTS.
The Secretary read an extract from His Excellency the Governor's minute, dated 7th inst., on the subject of the dumping of moribund infants outside the doors of convents. His Excellency wrote: "There might be a compulsory registration of infants received and a death certificate, involving a further increase of the medical staff."

Mr. Brewin minuted—"I believe that some time before 1891 this question attracted the attention of the Sanitary Department, and a committee reported on it. Can the report be found, and attached to these papers?"

The SECRETARY stated that he had made search for the report which had been referred to in Mr. Brewin's minute but had been unable to find it.

Dr. CLARK said he should like to say with reference to the question of dumping dead bodies in the streets, or placing infants outside the doors of convents, that it seemed to him, in the first place, they wanted the better carrying out of their existing laws. Last year there were 1,378 deaths of infants under one year old, and there were 678 births registered. That, of course, ignoring altogether the children who happened to survive for a longer period than one year, showed that at least many of the births which occurred within the colony were not registered at all, and he thought they should take some steps to ensure a better and more perfect registration of infants, because it stood to reason that if they knew of the existence of those infants, they would be in a better position to protect their lives than they were at the present moment. That was one point he wanted them to consider. Then there was the question of the registration of infants, and from that followed the supervision of the little ones after birth, instead of waiting till they reached the convents. In his opinion they wanted to have what he himself felt inclined to call "Female Visitors," very much in the same way as they had female Sanitary Inspectors, who would go round to the homes of the poorer Chinese and exercise some sort of supervision over them. Those visitors could see that the births were registered, and look out that the law was fully carried out in that respect. He thought that respectable young Portuguese women, or women of other nationalities, could do the work. It would not be a very great expense to the Government, and the return would be very considerable. He also thought there was another question which they must consider again, and that was, the registration of Chinese midwives. It would be in the recollection of some of the members of that Board that in January, 1896, he submitted a report in which he recommended the registration of midwives. He then said: "The registration of native midwives was urged by me in my report of January, 1896, for the death rate among the infant population of the colony is one of the most alarming features of our mortality statistics, and although it would appear that much greater difficulty will be experienced in reaching those midwives than is likely to occur in the case of the so-called doctors, yet I am convinced that street supervision of this branch of medical practice is urgently needed, and that by a little judicious control the infant death rate of the colony can be materially diminished."

That report was considered by the Board on 30th January, 1896, when the following resolution was adopted:—

"That the report be forwarded to the Colonial Secretary for the information of the Government, together with an expression of the Board's opinion that the proposed system of registration is a matter which deserves the early attention of the Government."

It was needless for him to remind them that at present the midwives in the Colony were not registered. Certain difficulties were

found to exist, which at that time were considered to be insurmountable, but he (Dr. Clark) now thought the time had arrived when they should secure registration, and having once secured that, then he would suggest the payment of a small fee to the midwives, say of 50 cents, for giving notification of births, and the infliction of a penalty on those who failed to notify any birth to the proper authorities. If any midwife could be proved to have attended a birth of an infant, and not, within, say a fortnight, given notice of it, then, he (Dr. Clark) thought a penalty should be inflicted. That would go in some way towards enabling them to exercise some sort of supervision over the infants in the Colony. At the present moment they had no supervision, or any exact particulars as to the number of births or deaths. The infants were handed in to the door of convents and received with thanks—if they lived they were christened. He thought they might, without bringing the power of the law to bear, ask or urge the convent people to give them particulars of the children they received, and, he thought, in some cases, legal proceedings might be taken against the parents where neglect could be proved. He (Dr. Clark) had suggested in his annual report for last year that the bodies of all persons who died in the convents should be sent for proper medical examination. Many of the infants were brought in, in a moribund condition, and the doctor was not in a position to say what it was suffering from. If a proper examination was made they would be able to prove their statistics, and in some cases be in a position to proceed against the parents for criminal neglect. Those were the suggestions which he had to make, and he was prepared to move:

(1) That no person be permitted to practice as a midwife in this colony without a licence from the Registrar-General.

(2) That a small fee be paid to midwives for every birth reported by them to the Registrar-General.

(3) That the Board recommend the Government to obtain the services of some three or four female visitors whose duties should be to visit Chinese family houses of the poorer class, and exercise some supervision over the care of small infants.

He (Dr. Clark) might say in connection with these poorer classes that they welcomed the visits of women far sooner than they would a Sanitary Inspector in uniform. The recent lamentable accident has showed how scared the Chinese became on the arrival of an Inspector in uniform in their buildings. The female visitors would dispense with all uniforms. They could go round as a sort of "District Visitors," such as they did at home, and he was quite sure they would do a great work among the poorer Chinese. Again he would move:—

(4) That the convents be required to keep a register of all infants received by them, and to obtain as much information as possible concerning them.

(5) That the bodies of all persons dying in the convents be removed to the public mortuary for medical examination.

Dr. BELL remarked that there was a great difficulty about defining midwives. What was a midwife in China? Did they consider anybody who came along and took out a certificate a midwife? Immediately they sanctioned that kind of thing they would constantly come across cases in which there were some trouble, as those people had no training, and when they happened to be prosecuted, and they got into the box, and said "We did our best," there would be no result. The trouble was to define a midwife, for they had no place to train them in Hongkong. Some cases which had come under his notice were too awful for words. That was the trouble in England, how to define such women. Once they licensed people of that sort, the so-called midwives would run about and do as they liked, saying they had their licence to do it—it would not benefit the Chinese, as far as midwifery was concerned.

Dr. CLARK thought that question did not arise. Whether they called them midwives or nurses, he did not care. Any person who attended in any shape or form upon any other person within ten days from childbirth would be able to give them additional information. They did not want to recognise midwives who

had no training; they were thinking of the infants after they were born.

Mr. BREWIN—Why not make the mother and father responsible?

Dr. CLARK—We do!

Hon. F. H. MAY said that the resolutions covered such a lot of ground that he thought it would be well to refer them to a sub-committee. There was one thing, it was against the law of the Colony to put a dead body at the door of a convent, or anywhere in the public streets, and at the present time there were a number of their gallant defenders assisting goodness knows how many police to prevent that being done. And, notwithstanding that, there they were, with the full knowledge that it was being done, looking on smiling at it. He did not see why they should do so. There was a law against any person removing a dead infant from a house, and it was also an offence against the law to deposit a dead body in the street. He moved that the resolutions be referred to a sub-committee consisting of Drs. Bell and Clark, and Mr. Fung Wa Chuen.

The motion being seconded, was put to the Board, and carried, Mr. BREWIN adding that instructions might be given to the sub-committee to find out what steps the Government were taking to deal with the question, for Dr. Hartigan had stated that he had some years ago furnished a report to the Government on the whole question.

THE "HEALTH" REPORT.

The Secretary read the following minute from the Colonial Secretary on the subject of the Health Officer's report for 1900:—"The Medical Officer of Health reports that the deaths among Chinese from chest diseases was heavier among the boat population than on land. This does not agree with the following paragraph in which he emphasises, in the somewhat sensational manner in which this report has been prepared, the statement that the proportion of deaths from respiratory diseases which is stated as 51 per 1,000 is intimately associated with overcrowding and insanitary dwellings. I find further that, as shown in the appendix, the deaths from respiratory disease among the non-Chinese was 5.69 per 1,000. I should like to have an explanation of this."

A letter from Dr. Clark in reply to this minute was submitted, in which the Medical Officer of Health said that "The number of deaths of Chinese from phthisis was 845 or 61.4 per cent. of the total deaths from the respiratory diseases. That phthisis was intimately associated with overcrowding, and insanitary conditions had been established beyond any possibility of doubt, and the mortality figures of the Colony bore out the statement."

"To deal first with the different nationalities the deaths from phthisis last year were as follows:—

Army, 2	out of a population of 2,568
Navy, 1	" " " 3,110
Mercantile marine, 5	" " " 990
Resident civil community, 20	" " " 8,140

The cases from the mercantile marine could not fairly be regarded as of local origin, being persons who were unable to proceed further on their journey, and were constantly left here by steamers passing through the port.

"Twenty deaths, therefore, remain out of a population of 8,140, which represents a phthisis death-rate of 2.45 per 1,000.

"It was necessary to enquire somewhat further into the nationalities of the deaths, when it would be found that the 20 deaths were made up as follows:—Portuguese, 8; Indian, 6; Japanese, 2; British, 1; French, 1; Norwegian, 1; American, 1. So that out of a total of 20 deaths, only 4 occurred among the white population.

"The white civil population numbers... 3,712

"The coloured civil population numbers 4,428

"Therefore the phthisis death-rate among the white civil population was 1.08 per 1,000, and comprised 1 British merchant from Manila, 1 French missionary, 1 Norwegian carpenter, (almost certainly a ship's carpenter, although not returned as such), and 1 American harmaid (alcoholic excesses being another important factor in the induction of phthisis, especially among women).

"The phthisis death-rate among the coloured civil community was 3.6 per 1,000, and these people live under precisely the same sanitary conditions as the Chinese, among whom the

death-rate was 3.1 per 1,000. The excess among the coloured races was quite sufficiently accounted for, in his (Dr. Clark's) opinion, by the fact that many of the Chinese return to their native homes in the immediate vicinity when they are dying, whereas among the coloured races the Portuguese practically know no other home than that, and the Indians after protracted illness were unlikely to be able to meet the expense of a journey to India. Dealing now with the question of the higher phthisis death-rate among the Chinese boat population than among the Chinese land population, Dr. Clark said he was of opinion that that was readily accounted for by the greater overcrowding which occurred among the former at night, for it must be remembered that except during the hottest period of the year the boat population slept in the holds of the small boats, or in the small cabin under the poop (in the case of cargo boats). That sleeping-room would comprise from 250 to 300 cubic feet of air space, and would contain three or four individuals which he (Dr. Clark) was sure was a greater degree of overcrowding than existed even in the coolie lodging-houses on shore.

"That was no new theory as to the causation of phthisis by overcrowding on shipboard, for precisely the same conditions prevailed in the old mercantile marine, and the same results followed, and it was only of recent years that the improved sanitary condition of the fore-castles of merchant ships had led to a reduction in the mortality from phthisis among the sailors.

"He (Dr. Clark) therefore submitted—

"(1) That phthisis is intimately associated with overcrowding and insanitary conditions.

"(2) That the greater amount of phthisis among the boat population than among the land population is occasioned by the greater degree of overcrowding to which they are subjected at night.

"(3) That phthisis exists among the coloured races in this Colony to at least as great an extent as among the Chinese, because they live under the same sanitary conditions."

The correspondence was laid upon the table.

THE ERECTION OF PUBLIC BATHS.

The SECRETARY read a minute from His Excellency the Governor in which the opinion was expressed that among possible preventives to disease public baths were of great and pressing importance. His Excellency added that he had directed the Acting Director of Public Works to erect wash-houses in various parts of the Colony, and he thought they were equally necessary at Hunghom and Yaumati, and the people should have an opportunity of washing themselves with hot water. He had also requested the D.P.W. to give an estimate of the cost in order that a Financial Minute might be prepared. He had no doubt that the committee would approve, but the matter was pressing.

LIMEWASHING.

The limewashing return for the past fortnight showed that 2,235 houses had been cleansed.

THE HEALTH OF THE COLONY.

The mortality statistics for the whole Colony for the week ended 27th April, 1901, was reported to be 23.0, as against 26.3 for the corresponding week of last year. That of 4th May, 1901, was 29.1, as against 23.8 in the corresponding period of last year.

HEALTH OF MACAO.

Dr. CLARK reported to the Board that plague was increasing in Macao. The ordinary death rate in the Portuguese Colony for the week ended 4th May, 1901, was 29.1. There were 17 deaths returned from last week. They could insist upon medical inspection of all arrivals from Macao.

Dr. BELL remarked that scarcely any one left Macao feeling ill; they preferred to stay there rather than leave for Hongkong. He had had some experience of that. For two years he had put the passengers coming over in line, and had examined them with very little result, for he never saw a man in a bad state. He did not see the use of insisting upon a medical examination from places like Macao and Canton. It was a lot of extra work for absolutely no use whatever.

The Hon. F. H. MAY remarked that it was not only the Hongkongers that they would have to overhaul, but all the junk boats.

Mr. BREWIN—And if they get a case of plague they throw it overboard.

A "BACKYARD" APPLICATION.

The SECRETARY submitted a letter which had been received from Mr. I. P. Sam Woo, the owner of the house No. 175, Queen's Road Central, submitting the building plans and applying for exemption as far as regards the "backyard."

The President minuted—"I recommend a refusal on the ground that the side street is only 10 feet wide, and has lofty buildings on each side of it."

Mr. Brewin minuted—"The house—a corner house—appears to be well lighted and to have sufficient ventilation. The narrowness of the street might be a reason for refusing exemption if the house was situated elsewhere than at the corner, but situated as it is I see no reason for refusing the application. Opposite the house, at any rate, the street is a good deal over 10 feet wide."

Dr. Clark minuted—"Refuse."

The Hon. F. H. May minuted—"I agree with the M. O. H."

Dr. CLARK formally moved the rejection of the application.

Mr. BREWIN seconded, and the motion was carried.

THE SIEGE TRAIN.

The Board declared the Siege Train cattle free from infection.

That was all the business.

THE STRANDED "SOBRAON."

13th May.

It has now been definitely decided to abandon the salvage operations on the wrecked liner, and the ship, including machinery, and the remainder of her cargo will be put up for sale as she lies. This step is made imperative by the change that has taken place in the weather, which renders the salvage work inoperative and dangerous to life and property. Heavy seas are breaking over the *Sobraon*, and the ship's pinnace and two of her boats have been lost. The *Coromandel* will remain at Tung Yung Island as long as possible, and to prevent the wreck from being claimed, a tug with two of the P. & O. Company's officers on board will probably be sent to stand by it.

THE PLAGUE.

We regret to state that Mr. Harold Thorne, member of the staff of Messrs. A. S. Watson and Company, succumbed to plague at Kennedy Town Hospital on Thursday night, the 9th inst. The deceased who, we learn, was only 23 years of age and arrived from England about five months ago, was buried on the 10th inst. at the Happy Valley, the funeral being attended by the members of the staff of Messrs. Watson and Company, and a number of Volunteers and personal friends.

On the 10th inst. a third assistant at the Hongkong Dispensary developed symptoms of plague. He had, in common with the rest of the staff, ceased to live over the Dispensary and had removed to other rooms. For four days he was suffering from what appeared to be fever. On the 10th, however, undoubted plague bacilli were discovered in his blood (which had been examined daily), and he was removed to the Hospital without loss of time. We believe that the discovery of the bacilli at so late a stage is very unusual, as the fifth day of the disease is usually the critical period.

The corrected figures for the year are:—Cases 504 (Chinese 494, other Asiatics 5, Europeans 5), deaths 475 (Chinese 470, other Asiatics 3, Europeans 2). The two fresh European cases were reported on Thursday, both in H. M. Naval Yard, the victims being Mr. P. D'Agostini, a senior writer, and Mr. J. Cumiskey, a recently arrived assistant store-houseman, residing at Wild Dell, Wanchai. The latter case was discovered on Wednesday night.

Mrs. D'Agostini, wife of Mr. P. D'Agostini, senior writer at H. M. Naval Yard (who is now in hospital with plague), was removed to Kennedy Town on Friday morning, having developed symptoms of the disease. A rumour was prevalent on Friday that Mr. D'Agostini had succumbed to the attack, but we are glad to be

able to state, from enquiries, that such is not the case. On the contrary, the patient so far is doing very well. Mr. J. Cumiskey (the second patient from the Naval Yard), was however unable to combat the disease, and died on Friday afternoon. He had been in the Colony only about a year, and leaves a wife to mourn his death. Mr. Hawkes, of the Hongkong Dispensary staff, is now almost fully recovered, and will be discharged from hospital at an early date. During the 24 hours ending at noon on Friday the cases of plague reported were 16 (15 Chinese, one European), with 14 deaths (13 Chinese and one other Asiatic).

THE DUMPING OF DEAD BODIES IN THE STREETS.

PREVENTIVE MEASURES.

This matter was fully discussed at a recent meeting of the Sanitary Board, and numerous suggestions were offered as to the means that should be adopted to put an effectual stop to this method of the poorer Chinese of getting rid of what in the majority of instances prove to be plague cases. The practice, as has been pointed out, makes the tracing of the source of infection an utter impossibility, and so the health of the community is endangered through the criminal neglect of ignorant Chinese, who prefer to harbour disease to reporting an outbreak to the sanitary authorities and having their houses disinfected. Disinfection is abhorred by the lower-class natives, and in order to teach them that the dumping of dead will not ensure immunity from it, one member of the Board suggested that a certain number of houses within a limited area of the spot where a body was picked up should be disinfected. Another member advised the infliction of fines upon all householders within the area, a third the stationing of watchmen at street-corners, a fourth the doubling of the rates for the quarter; and so on. The recommendation of Dr. Clark, Medical Officer of Health, was that a number of soldiers—men from one of the Indian regiments stationed in the Colony—should be enrolled as special constables to patrol the streets at night. At the last special meeting of the Sanitary Board it was intimated that the recommendation had been approved, and on the 14th inst., at the Magistracy, twenty-five non-commissioned officers and men of the Royal Welsh Fusiliers and seventy-five non-commissioned officers and men of the Hongkong and Singapore Battalion Royal Artillery, making altogether a total of one hundred men, were sworn in as special constables. Their term of service is for three months, and their duties are to patrol the streets from 10 p.m. till 6 a.m. and prevent the dumping of dead bodies thereon. The step is an important one, and while it can hardly fail to achieve the end for which it has been taken, it may incidentally serve, by simplifying the work of the sanitary authorities, to diminish the chances of a further serious spreading of plague.

EDUCATION AMONG THE CHINESE

A HONGKONG SCHOOL BOARD.

A project is on foot, and has taken definite shape, among the Chinese in the Colony to provide for the education of the Chinese masses by the endowment of schools to be supported by voluntary donations and subscriptions, and to be made eventually into a corporation. The originator of the scheme is Mr. Ellis Kelly, who has given a first donation of \$40,000. Altogether something like \$60,000 have already been subscribed, and application will shortly be made to the Government to introduce a Bill in the Legislative Council providing for the scheme. The promoters say that it has long been recognized that a large proportion of the population of China have no means of giving any education to their children, though undoubtedly they desire to do so. The object of Mr. Ellis Kelly is, we understand, to establish schools of a purely secular character for the instruction of the Chinese in the Chinese and English languages, and in such other subjects, such as geography, history and science, as might tend towards the establishment of mutual good relations between foreigners

and Chinese. The education is to be entirely free; in fact, the prevailing idea is to have a "Hongkong School Board." No other languages but English and Chinese are to be taught, and the remaining subjects will be settled by a Council of Administration. The headmaster and teaching staff are to be engaged in England, and the schools, spread over the various districts, will be managed as nearly on the same lines as the London School Board as can be, without, of course, the visiting and compulsory powers. The schools are to be unsectarian in character, the entire aim being to train and develop the young Chinese mind so as to fit it for the ordinary requirements of modern social and commercial life. The project has found considerable favour among the most influential Chinese in the Colony, who have lavishly given or promised pecuniary support to it.

ROWDYISM IN THE STREETS.

Late on Friday night, the 11th inst., a scene of excessive rowdyism and brutality was witnessed in Pedder Street, nearly opposite the Hongkong Hotel. Quite half-a-dozen British bluejackets, one of them, by the inscription on his cap, H.M.S. *Hermione*, all in a state of intoxication, were attacking two stokers, dressed in white, also from the *Hermione*. Both of the unfortunate men were, like the others, under the influence of liquor, one of them however, not quite so bad as not to be able for a time to offer an effective resistance to his cowardly assailants. With odds of four to one, he was eventually knocked down, and whilst lying on the ground was struck about the head and body by all four, who, finding him still capable of inflicting punishment, ultimately took to kicking him, and continued to do so until they had reduced him to a state of semi-unconsciousness, when they left him lying stretched full length on the muddy pavement. In the meantime the second stoker, already almost helpless from the effects of drink, had been treated in the same inhuman manner, and was lying unconscious in the middle of the street with the blood running from a wound on the head. In making their way from the scene to escape possible capture, the four bluejackets who had accounted for the first stoker had to pass the second, and one of them deliberately lifted his foot and kicked the helpless man forcibly on the head. Not a policeman was in sight, nor did one arrive until all the miscreants had got clear away. The first stoker soon after partly recovered, and went with a sergeant of police to report the matter at the station and give the names of two of his assailants whom he was able to identify, and who, he said, were from the same ship as himself. The second stoker was attended to by three other sergeants of police in plain clothes, who dressed the injury to his head and had him taken to the hospital in a chair.

Quarrels between British sailors when they are in liquor are by no means infrequent, but these quarrels, when settled in the good old way, seldom result in anything more serious than a black eye or a bleeding nose, with possibly an appearance at the police court to finish up with. When, however, men can stoop to such methods to settle a bar-room dispute as have been described above, rigorous measures are essential, and efforts should be made to find out and punish the guilty ones. For the credit of the Colony, moreover, such scenes should be rendered impossible by a sufficient supply of policemen.

The Penang and Perak papers complain of the "mutton ring" in Penang, which affects both places alike. The *Perak Pioneer* states that a new company has been formed in Penang to import sheep, and will commence operations about two months hence. "The news of this rival mutton company is of considerable interest here," comments the *Penang Gazette*, "but it is not explained in what manner the sheep are to be brought to Penang. If the decks of Messrs. Apcar's boats are under contract to one importer, and if there are no other boats available, we do not see how a new company is to get an opportunity of importing from Calcutta." Obviously the difficulty of fighting rings varies but little in the different parts of the Far East.

LANDSLIP AT QUARRY BAY.

The heavy rains of the past five or six days are mainly the cause of a landslip which occurred late on the 9th inst. at Sulchingwan. At that place Messrs. Butterfield & Swire have a great number of coolies employed in excavation work connected with the proposed new dock there. The hillside where the slip took place was consequently in a disturbed state, and it only required a thorough soaking with rain to loosen completely the great mass of material and precipitate it into the roadway beneath. Huge boulders, each weighing about 250 tons, and a mass of earth estimated to weigh somewhere about 1,000 tons, slipped down the hillside for a distance of one hundred yards or so, and completely blocked the public road. As a result, the contractor, Chan A King, has had to make a temporary roadway along the beach for passengers and vehicles, and has also engaged a launch for the use of Europeans going round from Quarry Bay to Shaukiwan, and vice versa.

It is a fortunate thing that the landslip occurred during the night when work had ceased and the neighbourhood was deserted. Had it taken place in the daytime, when the vicinity would have been crowded with coolies and the roadway possibly occupied by passengers, it is certain that serious loss of life would have resulted. As it happens, however, no one is believed to have been injured, and beyond the blocking of the roadway, no damage has been done. The excavations appear to have been greatly furthered by the slip.

From enquiries made on the 13th inst. we learn that the road has been almost cleared of the debris.

SPURIOUS MILK IN THE COLONY.

HEAVY SEIZURE BY THE SANITARY BOARD.

A large number of cases of spurious condensed milk have been seized by the Sanitary Board, and, we believe, another heavy confiscation is to follow. For the past two years bad condensed milk has been placed upon the market, and already there have been proceedings both civil and criminal taken in respect of infringement of certain well known condensed milk trade-marks. This, the latest discovery, has come not at all too soon, for it is well known that the milk is sold to ice-cream vendors at the rate of from 2 to 3 cents a tin, whereas the market prices vary from 20 to 45 cents, according to brands. Whether the present seizure is portion of a consignment imported in the usual way and become putrid by time, or whether it is the production of dishonest local traders, remains yet to be seen. Certain it is that large quantities of it have been sold, and is now being used by residents. Evidence has already been obtained that cases have gone off to itinerant vendors of ice-cream who parade our streets, and numbers of small shopkeepers are exhibiting tins of milk bearing the same label as a well-known brand on the market. In connection with this seizure we learn that there are other commodities equally as spurious upon the market to-day, and equally as injurious to the public health. Quantities of tinned butter, fruit, jams, fish, etc., are exposed for sale within the colony, which it would be as well to seize and destroy. We trust that the Sanitary Board, now that they have put their hands to the plough in this direction, will not turn back, and, if, on analysis, the milk now in their charge should turn out to be so injurious as to endanger the public health, they will at once take vigorous steps to prosecute those whose evil intention it was to palm it off upon a too-confiding public as a wholesome food.

We understand that the Sanitary Board has now taken proceedings against the traders who have been offering for sale spurious milk within the Colony.

It seems that the mad dog at the Russian Legation in Seoul not only bit M. Pavloff, the Russian Minister, but also Prof. N. Birukoff of the Imperial Russian School, a Cossack and a child, all of whom proceeded to Japan on a Russian man-of-war to be treated at the Pasteur Institute in Tokyo.

THE NEW CODE OF CIVIL PROCEDURE.

We have received a copy of the *Code of Civil Procedure (Hongkong)*, edited by Sir John W. Carrington, Kt., C.M.G., and published by Messrs. Noronha & Co. It has been recognised for some considerable time now by the local Bench and members of the legal profession that our system of procedure at the Supreme Court stood in need of improvements and additions in order to adapt it to the needs of modern times, and in 1899 Sir John Carrington's offer to undertake a revision was accepted. With the sanction of the Secretary of State it was arranged that the revision should proceed on the basis of the old Code. In his preparation of the Draft Code, however, the English Rules of Court were also carefully examined, as well as former Ordinances relating to procedure, and some use was made of the Indian Code of Civil Procedure. By far the largest quantity of new matter, says Sir John Carrington in his prefatory note, was taken from the English Rules of Court. The Draft Code was printed at the Oxford University Press and copies reached the Colony in April, 1900, and were distributed among members of the profession. A committee was then appointed to examine and revise the Draft, and was composed of the Chief Justice himself, the Acting Puisne Judge, Messrs. H. E. Pollock, E. H. Sharp, Victor H. Deacon, and J. F. Reece. Other professional suggestions were invited. Two revisions were made, and the Draft was then sent in to the Government, submitted to the Council in the form of a Bill, and passed into law with no material alterations. In this form it is now issued to the public in a neatly bound volume of 289 pages. For this edition of the Code Sir John Carrington states that he has adopted, with considerable additions, the index of the Draft Code, by permission of H.E. the Governor.

The editor says in his prefatory note that he trusts the edition may prove useful to the Supreme Court, to the legal profession, and to the public in general. Speaking for the last-named, we feel certain that the editor's hope will be fulfilled. The Code is offered to them in admirably small compass in clear and (with allowance for the intricacies of law to the layman) simple shape.

THE PUBLIC WORKS REPORT FOR 1900.

From the long and exhaustive report of the Director of Public Works for 1900, as published in the *Gazette*, we take the following extracts:—

WORK UNDER THE BUILDING ORDINANCE.

Private buildings have been going up very rapidly both in Hongkong and in British Kowloon, there was probably never such activity in the building trade before, and this in spite of greatly enhanced prices of all materials and of wages. Many new and handsome houses designed for European occupation have been completed on MacDonnell Road and elsewhere, but as the wealthier Chinese now purchase and occupy such houses, and are willing to pay enormous prices for them, the scarcity of houses for Europeans increases and rents still go up.

Large blocks of land have been sold with the express condition that only European houses should be erected thereon, and a very great number of such buildings were completed and came into use in 1900, while others in the Happy Valley are nearing completion. But there is no law by which such buildings can be reserved for European occupation, so the relief in rents is not felt.

THE WATER SUPPLY OF THE COLONY.

The necessity for further storage in Hongkong again became apparent by the necessity which arose on the 1st May of putting the city on an intermittent supply, which, however, owing to the timely commencement of the rains, only had to be continued for 13 days. Wongneicheong reservoir, holding 33,000,000 gallons, was completed in 1899, and the full benefit of it was obtained for the last dry season. The rainfall of 1899 had only reached 72.71 inches, or 16.29 inches below the average, and 1900 was again short, only reaching 73.71 inches. It has been decided to proceed with the construction of three more reservoirs in the Tytam Valley, and one will be commenced in

1901. The transfer of Mr. Crook to Gibraltar and the delay in filling up the vacancy caused some delay in starting these works. These reservoirs are estimated to contain 70,000,000, 40,000,000 and 20,000,000 gallons respectively, and no doubt in a wet year all will fill and thus 530,000,000 gallons will be held up in Tytam Valley alone. Two of them fill at the expense of Tytam, that is, they are in the same watershed and above it. It is also intended to raise Pokfulam two feet, which will add 4,000,000 gallons to the supply.

The extension of building on the higher levels of the city rendered it necessary to construct a new service reservoir, to replace that to the south of Bellics Terrace. This new reservoir was completed at the end of the year, at a cost of \$5,440.03, and now supplies all the new houses on the Pokfulam Conduit Road, besides affording greater pressure for Bellics Terrace and the Robinson Road houses. It is filled by the Arbuthnot Road motor, and a new main of larger dimensions has been laid connecting them. Another new service reservoir, to be filled from the Bowen Road filter beds and reservoir, is required above the site of the Military Hospital and was commenced before the end of the year. A hydraulic motor is being fixed at Bowen Road, to pump up water to this reservoir, as well as to a third new reservoir to be built on the summit of Mount Gough.

Owing to the large and permanent increase in the population at the Peak, the supply in the summer months was maintained with much difficulty, and not without more than one breakdown. The engine house at Bonham Road was enlarged during the year, and a new and much larger boiler fitted up. Steps have been taken and the necessary materials obtained from England to duplicate the rising main from Bonham Road to Victoria Peak, but the Peak supply will be in a somewhat precarious and unsatisfactory state, until the Mount Gough reservoir is completed, and filled from Bowen Road motor.

In Kowloon, during the summer, there was much complaint regarding the water supply and not without reason, owing to irregularity and occasional total stoppage in some localities. This was not due to want of water, but to various other causes, the chief being the quantities of sand which were carried down from the valleys by the rain storm of June to the pumping engines causing great wear and damage to the machinery. The pumps were also in need of a complete overhaul, a work which has been undertaken with satisfactory results.

It is, however, now certain that in a few years Kowloon will have a plentiful supply of good water without any pumping from a reservoir to the north of the hills bounding the harbour, 5½ miles from Tsim Sha Tsui below the new road leading to Tai-po. Here an excellent site has been found for a large reservoir, intercepting several perennial streams, and having a draining area of 517 acres. A masonry dam is being designed which will eventually be 100 feet high, or equal to the main dam at Tytam. It will impound 310,000,000 gallons of water with a top level of 455 feet above ordnance datum, thus allowing ample head after filtration and to command the highest part of British Kowloon as well as Kowloon City, San Shaiipo and other places in New Kowloon still dependent on wells. The completion of this work will be a great boon to Kowloon in many ways, and will no doubt enhance the value of property greatly. At the same time the valleys now reserved for the present water supply will be available for sale, and good building-sites both for Europeans and Chinese will be opened up by the construction of cross roads between Hungghom and Yaumati, and similar roads traversing the peninsula from east to west. It is not unreasonable to suppose that before many years British Kowloon will rival Victoria in population and trade. With this in view broad and straight roads are being, and should continue to be laid out, and open spaces for parks and recreation grounds reserved.

PUBLIC WORKS EXTRAORDINARY.

New Law Courts.—The designs for this building were, by direction of the Right Honourable the Secretary of State, prepared in England by Messrs. Aston Webb and Eggers Bell, Consulting Architects to the Colonial Office. The plans were carefully scrutinised

and approved of locally with some slight alterations. The plans for the piled foundations were prepared locally, a satisfactory contract for the work was let in July, and good progress has since been made.

Governor's Peak Residence.—The plans for this building, which promises to be the largest and handsomest building at the Peak, were prepared by Messrs. Palmer and Turner. The site and approach roads had been formed under special votes at a cost of \$5,575.46. A contract for the building was let to Mr. Sang Lee for \$97,715.69 and fair progress was made with the work during the year. The kitchens and servants' quarters were nearing completion when the typhoon of 10th November occurred, and, as the masonry of the walls was unset and the roof only partly framed, considerable damage was done. The stone foundations of the main building were well advanced before the close of the year, and the woodwork of the doors and windows was in course of preparation.

Gaol Extension.—A new wing containing 78 separate cells was completed during the year, but could not be used owing to the non-arrival from England of the special gaol locks ordered. They have since been received. The upper yard was surfaced with concrete and covered in. The total expenditure under this heading in the year was \$16,959.08.

Taipei Road.—This important trunk road, leading through the heart of the New Territory, and eventually to be carried on to Samchun on the Northern boundary, is described in paragraph 41 of the Annual Report for 1899. Early in 1900 the road was completed to the ninth mile from from Kowloon Ferry Pier, a point a little beyond Taiwai village. Here the first stream of any importance, one draining the southern and eastern slopes of the Tai-mo-shan range, has to be crossed. After an examination of the river and flood marks, and consulting the "oldest inhabitants" of Taiwai, the decision to leave 90 feet of waterway and to make the platform of the bridge 16 feet above the bed of the stream was arrived at. One span of 90 feet would have been provided for but for the difficulties of transport of heavy iron work, and, as good stone was fairly plentiful in the vicinity, it was decided to build two piers in the river's bed, and have three spans of 30 feet clear, bridged by rolled steel joists and a concrete platform. The foundations for both abutments and piers were formed of cement concrete in mass, resting on hard gravel six feet below the river-bed. The masonry was completed in 1900, and the iron work shipped from London early in December. The contractor who had constructed the road to the ninth mile, was so exorbitant in his demands for the next section that no terms could be made with him, and after much delay a new contractor was found, but the progress during the year fell far short of that made in 1899, and of what was hoped for. The tenth and eleventh miles are perfectly level, and for the most part run on embankments close along the seashore, the slope on the sea-side being pitched with stone laid in mortar and jointed in cement. Two more bridges occur in this section, one of 30 feet span and one of 10 feet span. In both cases cement concrete in mass was used for foundations, sand extending to a great depth below the surface. After reaching the large village of Fo-tan, it was decided to carry the road on a causeway direct across the bay a distance of 1,747 feet, rather than hug the coastline and so make a long detour. This proved a somewhat difficult work, as the tides topped the embankment daily, and a good deal of material deposited got washed away. The causeway was so far advanced in December that the flow of sea water was stopped except through the opening of 100 feet left at the Western end. This opening will be bridged by a timber bridge of five spans on piles. The eleventh mile ends near the centre of this causeway.

The track for the extension of the road on to Taipei has been completed, and a footpath opened along the same, which seems to be a good deal used, as it only rises 300 feet above sea-level, while the old path by which the telephone line runs crosses a gap 1,000 feet above the sea level.

Pier in Deep Water, Taipei.—This is rather a misleading title for this work, which consists in connecting an island, up to which deep

water extends and on which a small pier existed, by a causeway, across a shallow tidal flat, with the hills on which the police station and the official quarters, &c., stand. A contract amounting to \$4,887.70 was let for this work in April, and provided for a causeway four feet wide on the top, the sea-face pitched with stone. The work when well advanced was twice partially destroyed by storms and consequently progress has been very slow. It was also found necessary to pitch the inside slope of embankment as the action of the tides and rain constantly destroyed the banks. This is now being done. It will be advisable to carry the Taipei Road along this line when the causeway can be widened and considerably strengthened. The pier from the Island was totally destroyed by gales during 1900, and a permanent iron or stone pier running into nine feet of water will have to be constructed later on.

Survey of the New Territory.—Mr. Tate, the officer in charge of this work, reports that an area of 4,000 square miles has been triangulated and that the stations established in the New Territory for this purpose are being marked in order to preserve them.

Praya Reclamation.—Owing to scarcity of labour, and the starting of the Naval Yard extension works, and the reclamation and Dock works at Quarry Bay, the progress on the Praya reclamation during the year has not been very satisfactory. However, good and useful work has been done, sections 4 and 5 from Wing Wo Street to the end of Wing Lok Street where the Nam Pak Hong Pier stood, have come into full use, although the roadways are unsurfaced. Building operations on the reclaimed land are in active progress and the draining and sewerage of the land has been completed, as well as the laying of gas mains, erection of street lamps, &c., &c.

REGISTRAR-GENERAL'S REPORT FOR 1900.

The Report of the Hon. J. H. Stewart Lockhart, Registrar-General, for the year 1900 is published in the *Gazette*. We make the following extracts:—

REVENUE AND EXPENDITURE.

The revenue collected during the year amounted to \$132,729.63 as against \$135,248.65 collected in 1899. The decrease of \$4,463.2 is again chiefly due to the falling off of receipts under the heading of "Certificates of Identity issued to Chinese proceeding to the United States of America, &c." The reasons for this decrease are dealt with elsewhere. Arms Licences are now issued by the Police under Ordinance 9 of 1900, which accounts for the decrease of revenue under this head. There have been increases in respect of most of the other items of revenue, the Markets accounting for the largest, viz., \$2,454.97. The expenditure during the year was \$12,219.69 as compared with \$13,000.15 in 1899.

PO LEU-G KUK.

The revenue derived from interest and subscriptions amounted to \$6,515.10, while the expenditure was \$6,381.74. The various guilds, which so generously came forward to the assistance of the Society in 1899, continued their support during the year, and the subscriptions amounted to \$5,465.10 as compared with \$4,006.30 in 1899 and \$1,835.95 in 1898, showing an increase in two years of \$3,628.05. Owing to the operation of the new "Women and Girls Amendment" Ordinance the number of women and girls detained by the Registrar-General increased considerably, and the accommodation of the Institution was strained to the utmost. Fifty-seven girls, of whom 17 were eventually found again, were reported to the Society as missing in Hongkong. Two hundred and ninety-eight women and girls were detained under Part II of Ordinance 9 of 1897 as compared with 248 in 1899.

EMIGRATION.

Nine thousand nine hundred and forty-three female passengers and boys were examined at the Emigration Office in 1900, as compared with 6,307 in 1899. Of this number, 68 women were detained for enquiries, 67 of whom were found to have been persuaded to go abroad under false pretences. The usual arrangements

have been made to restore them to their relatives and friends. Emigration to the Straits Settlements was suspended for two of the summer months during the prevalence of plague in this Colony. With regard to the paragraph in my last year's report respecting the large number of kidnapped women and boys who come from the King Shan district of Kwangtung, I regret to say that it has not been found possible to arrange for intending emigrants to be examined by the Customs authorities at the port of Hoihow.

CHINESE LABOUR IN BRITISH NORTH BORNEO.

The question of the amount of the advance to be paid to Chinese coolies proceeding to English North Borneo to work on the tea and tobacco plantation has been raised during the year. Coolies had frequently complained that they received only \$5 out of a nominal advance of \$25, the balance being deducted by the contractor to cover the expense of bringing the labourers to their destination. Negotiations are proceeding with the British North Borneo Government, with a view to revising the present form of contract, and placing the whole system on a more satisfactory footing. The root of the trouble appears to be the impossibility of obtaining respectable men as recruiters, owing to the fact that emigration from China is still not recognized by the Government and that all persons connected with emigration are held in very low esteem.

CERTIFICATES OF IDENTITY TO CHINESE ENTERING THE UNITED STATES OF AMERICA, &c.

The revenue derived under this head was \$11,100 as compared with \$17,175 in 1899, showing a decrease of \$6,075. Considerable inconvenience had been experienced in examining applicants for certificates owing to there being no satisfactory definition of the terms "merchant" and "student." The whole question was thoroughly gone into in the spring of last year, and in July last an opinion of the Solicitor to the Treasury was obtained from the United States Government, which contained an exhaustive definition of the two words. The result of this communication has been that applications from members of the so-called "merchant" class have practically ceased and the revenue derived from this source has suffered accordingly. Further precautions instituted by this Department, to preclude attempts at fraud, have also undoubtedly had the effect of reducing the number of applicants for certificates. 26 certificates were issued to Chinese proceeding to Manila and Honolulu. Of this number, 7 were for Manila, and the remainder for Honolulu.

THE YUNNAN SYNDICATE.

The *Mainichi* publishes a telegram from Tokyo stating that the main office of the Yunnan Syndicate is in London and a majority of the shareholders are British. It is called the Yunnan Syndicate, Ltd. The parties concerned in the loan affair declare that it has no political significance whatever. Mr. Hayaishi, Japanese Minister to Seoul, is said to admit his inability to find any ground for a protest. Another Tokyo telegram says:—Various reports are current regarding the Korean loan affair, but it is clear that Russia and France are mixed up with it. It is reported that the amount contracted for by the Yunnan Syndicate is ten million yen, the amount mentioned—five million yen—being the first contract only. The Korean Government will straighten out its financial affairs with this loan, and the second lot will be delivered in September next, when it will be spent in developing mining and other industries.

The *Tientsin Jehu* *Sinchen* hears from the north-western provinces that large numbers of Mongol tribesmen along the North-western borders who have embraced the Mahomedan faith are intriguing with Russian secret agents there, and that already there are indications of intention amongst the tribesmen to renounce their allegiance to the Chinese Empire. Proofs of this have already been sent to the Government at Hien, which considers the question to be a very serious one, full of grave consequences to the authority of the Manchu dynasty.

THE TRADE OF BANGKOK.

The statistics of the import and export trade of Bangkok show the following totals for the past six years:—

	1895	1896	1897
	\$	\$	\$
Imports.....	19,384,513	21,044,328	24,858,071
Exports.....	25,280,598	30,362,912	32,032,391
Total	44,665,111	51,407,240	56,890,461

	1898	1899	1900
	\$	\$	\$
Imports.....	27,361,913	26,316,801	26,492,396
Exports.....	36,430,651	33,659,888	32,736,395
Total	63,792,564	59,976,189	59,228,791

From these figures it will be seen that though the big advance of 1898 has not been maintained the trade of the port cannot be regarded as in any way declining. These figures include the coasting trade.

NORTHERN NOTES.

The following items are from the *P. & T. Times* of the 4th inst.:—

Barracks for 2,000 troops are now being erected adjoining the British Legation.

The late Viceroy Yu Lu has been posthumously degraded and deprived of all rank and honours.

The Germans have completed the bridge at Hanku, and trams may possibly be able to run across next week.

All the new engines except four have now been set up at the Tongku works, and several are now in daily use.

From the 1st instant, mails ceased to have a special military escort by rail, and are now in charge of the postal officials.

The Military Authorities are, we hear, blowing up the sunken junks along the Peiho which impede traffic at various points.

Almost every night the foreign posts along the line of communication have a more or less successful scrap with brigands, and we hear Major Ducat has been very successful in killing and capturing a number of these rascals.

Admiral Seymour went up to Peking direct from Tongku on the 2nd inst., being met en route at Tientsin Station by General Lorne Campbell. He was accompanied by Capt. Craddock.

Many of the well-to-do Chinese in Peking are burying whatever treasure and valuables they have, as they say they hear the foreign troops are to be withdrawn and Chinese troops will take their place, and, having suffered already at the hands of the Boxers and foreign troops, they prefer not to take any chances with the Chinese regulars.

The *Je Je* explains that Tung Fushiang is still in Ning-sha, and that the reason the report has been circulated that he is going to join Russia is due to the unceasing activity of his troops. He is, however, really keeping them well drilled in obedience to the Dowager's orders, as she may require them at any moment. We give this for what it is worth.

The Recreation Ground was the scene of an impressive and pretty ceremony on Thursday morning last, when the whole of the British troops in the garrison were paraded to do honour to three of our Tientain ladies—Mrs. Bellingham, Mrs. Droste and Miss Bourgnien. The parade was held at 10 a.m., when Major-General Lorne Campbell, accompanied by his Staff, escorted the ladies to the centre of a square, addressed a few appropriate remarks to them, pinned the medals on, and escorted them to the saluting-base; after which the troops marched past to the strains of the Band of the Hongkong Regiment. After the purely military function was over, the ladies had a very warm reception from their civilian neighbours on the Pavilion.

In the list of winning owners at the Shanghai Races last week, Mr. Toeg came first with 3 firsts and 3 seconds, followed by Mr. Duplex (3 firsts), Mr. G. H. Potts (2 firsts, 4 seconds, 1 third), and Mr. Kanuck (2 firsts, 3 seconds, 1 third).

COREA.

Chemulpo, 24th March.

It is some time since I wrote as, although there have been many reports concerning Corea, there has really been very little to write about. The winter was, on the whole, a fine one. The cold set in rather later than usual, but now this is over, and spring is upon us.

CONCESSION-HUNTERS.

With the advent of this season, all the world seems to have awakened to an interest in the "Land of Morning Calm." It almost deserves the name of the "Stormy Land." New concessions are required by people of all nationalities, with the exception of Americans, who are not so active at the present moment. Perhaps it is that they have got all they want. Last year the American Syndicate managed to obtain contracts for the beginning of banking business, the electric lighting of Seoul and extension of the electric trams, cleaning out the drainage-canal running through the centre of the city to the river, the provision of a fresh water supply, etc. These are contracts not to be sneered at. The French have opened a Government Scientific School, and are providing instructors for the Cavalry and Artillery. Besides this, they are after gold and coal-mining concessions, and the contract for the building of a railway from Seoul to Sento, the former capital. They are supplying the plant, as well as a loan to pay for it. The British Pioneer Mining Co., has lately struck what is reported to be a very important coal and copper lode, and they have now got out a professor as head-teacher for the Anglo-Corean College. The German mining concession does not seem to have made a good choice of a site, and I hear that endeavours are being made to change the selection. However, the concessionaries are not entirely out of it, as they supply the Musical Director of the Court and the Medical Adviser. A German school has also been started. The Japanese have now the farming of the ginseng monopoly and the finances of the country, formerly in the hands of the Chief Commissioner of Customs. Their railway concessions are not materialising, but in the Mint they have what should be a good thing. The Russians do not appear to have got quite so much at the moment, but with the concession to build a railway to Wonsan, and thence to the frontier, and a nice site at Wonsan for stations, they have not done so badly. There is said to have lately been some friction about the engagement of so many instructors, but this seems to have blown over.

RUSSIAN ADVISER AT FOREIGN OFFICE.

I am credibly assured that a Russian has been engaged as adviser at the Foreign Office, and if this is really the case a great deal may turn on the appointment. It would be no joke for Great Britain and Japan if a Russian were to be installed in the F. O., for bearing in mind the many advantages the wily Muscovite already possesses in these regions, the hold he has on Manchuria and his occupation of Port Arthur, it would mean little short of a Russian domination in Corea if he succeeded in securing to himself the direction of Corea's foreign relations.

RUMOURED RUSSIAN OCCUPATION OF MASAMPO.

There is now a squadron of six Russian cruisers at Masampo, and I am told that the officer in command has instructions to land guns, erect batteries and leave 1,000 marines to man them. Whether the report is true or not I cannot say, but I should think a programme of the kind could not be carried out without a vigorous protest being entered by some of the other Powers interested.

PLOT AGAINST THE GOVERNMENT.

What may still be called the Kim Ok-kim faction is again showing signs of activity, and the Government has found it necessary to arrest a number of persons for complicity in a suspected conspiracy. The prisoners are all men who formerly held high office, and in their time were prominent supporters of the Japanese party. This is the way their arrest was brought about. Some time ago one of the Mins, who, it seems, was an advocate of Russian policy here, sold the northern part of Rose Island opposite the foreign settlements of Chemulpo to a Japanese. The island is Crown land and the buyer found it impossible to

obtain title-deeds for his purchase, notwithstanding the fact that he had paid his money to the vendor. He thereupon commenced proceedings and obtained the arrest of the enterprising gentleman who had sold him land which did not belong to him. The prisoner, in order to escape the dreadful punishment which would be meted out to him for trafficking in Crown property, informed the authorities that if he were treated with clemency he would reveal a plot of which he had knowledge for the overthrow of the Government. His offer was accepted, with the result that the ex-officials already mentioned, six of them in all, were suddenly seized and thrown into prison on a charge of conspiracy.

The best-known of this gang is the notorious Kim Yun-chiun, who last year endeavoured to foment an anti-foreign rising in the north among the ruffians known as Corean Boxers. He was arrested at the time and convicted, among other things, of conspiring to kill the Lady Om, the favourite concubine of the Emperor, and a staunch adherent of the Russian faction. Through some intrigue or other, however, he then escaped, but it is thought his fate is pretty well sealed now.

A STORM BREWING.

That there is a political storm brewing I am convinced. 10,000 Japanese rifles and a million cartridges have been landed at Chemulpo, and a good deal of mystery is being observed about their ultimate destination.—*Mercury*.

THE CABINET CRISIS IN JAPAN.

It is now plain that although the original difference of opinion between Viscount Watanabe and his colleagues was adjusted, a new difference subsequently arose, culminating in the crisis of the 2nd instant. At the outset the Minister of Finance proposed, not to defer the progress of certain State undertakings, but to abandon them altogether for the present. Against that project the other members of the Cabinet protested vehemently. They were quite ready to agree that if the Treasury found itself without funds, and if the plan of domestic loans could not be carried into operation owing to stringency in the money market, corresponding adjustments should be made. But they were strongly opposed to anything like a radical change of the post-bellum programme. Viscount Watanabe appears to have made a concession to these objections, and to have agreed that the works should not be suspended, but merely delayed. Thus the threatened crisis seemed to have been averted. But the question of next year's Budget then came up for discussion, and it transpired that Viscount Watanabe had never entertained any idea of abandoning his principle. On the contrary, he considered that in modifying his proposal, so far as the current fiscal year was concerned, he had secured its operation in subsequent years. In other words, while continuing the works on a reduced scale until 31st March, 1902, he looked forward to suspending them indefinitely after that date. He did not deny the beneficial character of the works or the advantages they would confer on the State, but he held that until the domestic money market should become easy enough to permit the floating of loans, all expenditures demanding such a course should be curtailed, and he further argued that a foreign loan was not to be thought of, inasmuch as to make further appeals to foreign markets would be a disgrace to Japan. Thus once more a gulf was found to be set between him and his colleagues, the latter being quite determined that the country's progress must not be arrested, and being also convinced that by a little management the financial difficulty could be overcome since the surplus revenue already flowing into the Treasury and that which will by and by accrue from new and increased taxes passed by the Diet last session, would afford ample means to prosecute, if even on a reduced scale, the productive enterprises to which the State has put its hand. Viscount Watanabe, however, declined to listen to any of these arguments. He maintained his ground with singular resolution, and finally Marquis Ito cut the knot by resigning, his example being followed by all the other Ministers, including the Ministers of War and of the Navy, but excluding Viscount Watanabe, who, true to his resolution, stands completely

isolated, and refuses to resign until he has submitted to the Emperor a full statement of his financial reasons.—*Japan Mail*.

With regard to Marquis Ito's resignation of the Japanese Premiership, it is stated that some of the "elder" statesmen in that country regard the action of the Marquis as altogether inappropriate. In certain political quarters a rumour is afloat that an Inouye-Okuma Cabinet may be constructed. This, however, is not generally considered probable, and it is thought that the aforesaid "elder" statesmen will voice united Japan in calling on Marquis Ito to assume again the reins of government in order to redeem his pledge to effect a thorough reform in administrative and financial affairs.

CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE ECLIPSE IN CHINESE ALMANACS.

TO THE EDITOR OF THE "DAILY PRESS."
May 12th.

SIR,—In connection with the partial eclipse of the sun, which will be visible in the colony, weather permitting, next Saturday afternoon, May 18th, between one and three o'clock, it is interesting to observe the phases of this and other eclipses of the year, as given in the popular almanacs of Canton. There are many inaccuracies, to be sure, besides the numerous misprints with which such books usually abound; and yet there is a general exactness and an agreement among them, which manifests their common origin from some competent astronomical source. They must all be taken from the official imperial almanac, of which, I believe, there is an edition for each province.

The most glaring inaccuracy is that of those almanacs which took last year for a leap-year; they are out by just a day in all their predictions. This error, however, is not in the source; it goes back only to the local savants who drew up the concordance between the calendars. Other inaccuracies are not so easily accounted for. They say, for instance, that the greatest phase of next Saturday's eclipse will occur at 2 h. and 14 min., which is at least a quarter of an hour out, if the capital be taken as the point of observation. If such an error be in the imperial almanac, it may perhaps be sufficiently accounted for, partly by the imperfection of eclipse tables at the time the calendar was drawn up, and partly by the inexactness of assigned geographical positions at that time. If such be the case, it were time that the calendar be revised. But that is a matter which will more easily admit of delay than some others, just at present.

The imperial calendar referred to is the "Kang-hsi Perennial Calendar," published in 1678 by Ferdinand Verbiest, the well known missionary, who constructed the splendid instruments of the old observatory on the wall. The calendar fills thirty-two volumes—Chinese volumes. It covers 397 years, from 1624 to 2020, and goes into detail, giving, for instance, the time of sunset and sunrise for the provincial capitals and principal cities. Thus compilers of local almanacs have at hand detailed information for notices of eclipses. For the eclipse of the 11th November next, for instance, the magnitude of the eclipse is given, the time of first contact, of greatest phase, and the magnitude of the eclipse at sunset, when the sun goes down still partly obscured. The almanacs, however, are a little arbitrary and not very conscientious in their use of the data thus supplied them. One of them for this year quite ignores the eclipse of next November, apparently to make room for the vastly more important announcement, printed in large letters, that the day is favourable for having recourse to medical treatment.

SAM-PA-TSAL.

MUNICIPAL FREEDOM.

TO THE EDITOR OF THE "DAILY PRESS."
16th May.

SIR,—The contribution of "Scrutator" in your issue of this morning is one of the best things you have given us for a long time. The subject matter is of the most pressing

importance at the present time, and I trust your readers all over the Colony will interest themselves in it to the extent at least of giving whatever public support may be required of them, to any intelligent movement for the mitigation of the evils described.

There is grave danger that one and all of us, as a community, may rest contented—or discontented rather—feeling that expression has been given, not only now, but from time to time for years back, to our complaints, and, recognising the apparent uselessness of further action, hesitate to bestir ourselves about a remedy. But is it not possible that something may be done? Seeing what is taking place in Australia now, and what our Government at home is prepared to do in South Africa when opportunity offers, let us take heart, and make an effort in the belief that we have not yet as a community done all that we might have done in this matter.

Let us have public meetings; let us obtain the views of the European, and especially of the British, residents on the matter of Municipal Councils, etc., and let us make one representation to the Government at home, and see whether a deaf ear will be turned to Hongkong.

Personally, I am not in a position to vouch for your contributor's remarks re the Governments of the Straits and Shanghai, not having lived in those places, but his description of the state of things in Hongkong is not a bit exaggerated, and I have no doubt his remarks on those other places are also correct.

With a strong backing up from the local Press, I fully believe an agitation could now be started which would ere long result in a greatly improved system of Government in our midst.—Yours, etc.,

M.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.

SIR,—The article by "Scrutator" is refreshing and straightforward, but will it wake the Colony out of its lethargy? The majority of Englishmen here are apparently content to grumble against the Governor and the Government instead of demanding an independent enquiry. An official enquiry would be a farce in a colony governed on the principle of a Gilbertian comedy. We read of one official acting as Director of Public Works, as Water Authority, Head of the Sanitary Board, and what not; whilst another is head of a Department one day and Colonial Secretary the next. It is a family party. Independent opinion under these conditions is impossible. We need go no further than the astounding fact that in so large a colony no decent Englishman will serve on the Sanitary Board as an Unofficial Member. Dr. Hartigan tried hard to bring about reforms and benefit the community generally, but gave up his seat on the Board, and publicly stated his reasons. He was wasting valuable time, and very properly declined to continue the farce. We have the spectacle of a Government refusing to allow a European reservation; therefore we must suffer the sacred Chinese to live next door to us. We have also been edified by a Governor deliberately proposing (to please the Chinese) that plague precautions should be practically suspended in a certain district, and this at a time when plague is raging! We have seen Chinese dying from plague carried openly along the public streets in public chairs; and in one case, at least, the chair was allowed to ply for hire afterwards without disinfection. We have seen plague infected clothing carried by Government servants on to the crowded public ferries, and we see on all sides houses being built which can only be described as "plague incubators," and where fresh air and sunlight—the enemies of plague—cannot enter.

We must ask the Home Government to order an independent investigation; until this is done we suffer, and calmly watch the spread of disease and mismanagement. I suppose there is no other English colony in the world where such a state of affairs would be permitted to exist. A committee for public safety, on the lines of the Navy League, is urgently needed.—Yours, etc.

PROTEST.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.

SIR,—Your splendid and vigorous article re "Municipal Freedom" in to-day's issue is quite in accord with what a suffering community has been agitating for years past. To support your views may I be permitted to make some suggestions? In the first instance, we want money to carry out reforms, and to raise funds I would say reduce the salaries of all the high officials by 25 per cent. as long as we have plague here, and utilise the dollars in employing additional sanitary staff to cleanse the city. And how to cleanse the city is another question I put, if our local Medical Officer of Health will take no preventive measures for stopping an army of night-soil coolies from dumping night-soil in all the drains over the city—thus spreading the germs of various diseases.

We read of cases in the Police Court of coolies being fined one or two Mexicans for the above serious offence. Mr. Editor, who is guilty—the coolie, the Medical Officer of Health, or who?—The Government. What should be done in such a case is a severe sentence; for a long term with a dose of flogging would deter people in continuing to commit the offence. The P. W. D. should build at once (not in half a dozen years hence) public free baths on the Praya at the west end for the coolie class, using sea-water, which costs nothing, and some fresh water taps as a final douche. These few suggestions may help to eradicate the plague partly from our midst.

SANITARY REFORM.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.

SIR,—The article by "Scrutator" in the *Daily Press* this morning is very true, and I for one will give my share to the expense of sending one copy of that article in pamphlet form to every Member of the British House of Commons, headed "Hongkong five hundred years behind any other place in the world."—Yours, etc.,

A RATEPAYER,
BUT NOT A VOTER.

TO THE EDITOR OF THE "DAILY PRESS."

16th May.

SIR,—"Scrutator" in his logically written article appearing in your this morning's issue brings forward some of the most serious grievances of the residents of this Colony. The article should not only attract the attention of the local Government, but be the means of urging them (if that is possible) to take immediate steps to remedy the great evils in question.

It is high time that the Government should discontinue being deaf and indifferent to the cries of the public in matters which are of most vital importance for the health and welfare of the people.

When will the Government awaken to their duty (as such it is without doubt) to take determined and reasonable steps to improve the decidedly bad sanitation, and to fight successfully against the most fearful diseases which are continually our visitors?

Why does the Government persist in evading facts, which are there, instead of facing them, and doing what can be reasonably expected of them? But it is never too late to mend! Let us hope they will now at last open their eyes.—Yours, etc.,

FIAT.

UNSURFACED ROADS.

TO THE EDITOR OF THE "DAILY PRESS."

15th May.

SIR,—In Mr. Ormsby's mention of the achievements of the P.W.D. in Hongkong he says that "Sections 4 and 5" have come into full use, although the roadways are "unsurfaced." That is a soft and innocent sounding word that covers a goodly measure of non-performance. The sections referred to are in the neighbourhood of the steamer wharves and at certain times of the day carry probably the heaviest traffic, and are in the worst condition of any roads in the Colony. If the Acting P.W.D. has not lately visited that locality might I suggest that if he would take a trip

there in a hired ricksha after the next heavy fall of rain he would I think spend an interesting quarter of an hour watching those much-enduring beasts of burden, the ricksha coolies, laboriously navigating their vehicles through the "Slough of Despond" which stands for the road, striving to keep their wheels on the ridges which serpentine through the mucky expanse, and expending their daily quota of strength in much needless exertion.

There also he shall see the goods-carrying trucks from the Bonham Strand region, overladen and undermanned, at times seemingly hopelessly bogged, but coaxed along by manoeuvring one wheel on to a comparatively firm spot, and with that as a centre and mighty tuggings describing a geometrical curve with the other through the six or eight inches of tenacious mud, to the great demoralisation of the wheels, and the consumption of very much unnecessary time on the journey.

The footpassengers may be pleasantly reminded of their earlier days amid the idyllic scenes of their ancestral villages in the New Territory or elsewhere by the unctuous slush spread for them to wade through or hop over, but after dropping an umbrella or other belonging in the mud the look of restrained pleasure with which they survey the delicate terra-cotta tint taken on by the article between the time of quitting their hand and its recovery, ceases to be indicative of delight.

It is no doubt a little difficult to arrange a remedy, but it has now been in the same state for a long time, and something might have been done to mitigate the mess. The condition of the road is nothing short of disgraceful a melange of broken stone, spars, blocks of granite, building materials, and mud, mud, mud.

Should the D.P.W. act on my suggestion, it would be well for him to approach by the old Praya and time his visit at low tide; then, when "the light wings of Zephyrs oppressed with perfume" flap faintly over the expanse of black awfulness that stretches out in front of the Central Market, the bouquet which will diffuse itself around him at the east end of the Market farther on will be a revelation and an inspiration, chiefly the latter, to him. Indeed it would be a good thing if the whole P.W.D. staff were to invite themselves down sometime to enjoy the aroma and see what they think of it.—Yours, etc.,

MUD.

SPURIOUS MILK.

TO THE EDITOR OF THE "DAILY PRESS."

Macao, 15th May.

SIR,—Being a constant reader of your valuable paper, I was very pleased to see in to-day's issue that the Sanitary Board had made a large seizure of spurious condensed milk. As you say it has not come too soon.

Down in Macao here it is just the same, several shops exhibiting this rubbish as genuine milk, and a person cannot tell the difference until the tin is opened. The kind that seems to be generally abused is the *Made in England* brand.

No doubt it all comes from the one place where the forgers have all the implements necessary. There is no doubt that other food stuffs are made up in the same way.

Such a thing deserves one of the heaviest penalties the law can give, and it is to be hoped that the Sanitary Board will meet with great success.—Thanking you in anticipation, yours, etc.,

H. H.

MISSIONARIES IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Mr. C. V. L. has undoubtedly a very strong missionary bias. He believes, I apprehend, that only missionaries can save China. He does not state of what denomination they should be, as these are numerous, all more or less antagonistic. Probably he forgets that missionaries have ruined some fine civilisations and many countries. Spain, for not having repressed monastic institutions in the Philippine Archipelago, lost that colony. The Queen of Hawaii was deprived of her throne, owing to missionaries' intrigues. The problem of

missionaries is not of so difficult solution as some imagine. In order to solve it, missionaries must give up all the extraordinary and absurd prerogatives, which they are enjoying, and cease to interfere in family and political affairs. Italy has a big fleet, but no complaint is made by Italian missionaries against China. The reason of it is because the Roman Church having excommunicated the Italian government, the Vatican instructs the missionaries of that nation to live quietly, and to avoid picking quarrels. Some officers who had returned from the expedition in the North told me that native Christians claim privileges which would not be countenanced in any European country. Honest missionaries had already represented to the Vatican that genuine advantages would accrue to the Church if missionaries were independent of secular Powers. It is said that some of the Powers are not disposed to give up the splendid privilege of protecting them. The Pope, by complying with the wishes of the Powers, is favouring extermination of Christianity in China. A contributor from Tientsin proposed in a well-known review of Paris that missionaries should be reformed first before thinking of reforming Chinese souls. At present in China, as in ancient Rome, Christian is an opprobrious name. What China chiefly needs is science. Missionaries will do well to impress on her people that cleanliness is next to godliness.—Yours, etc.,

OCCASIONAL CORRESPONDENT.

THE FIRST CHINESE REGIMENT.

Hongkong, 16th May.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the leaders in your issues of the 14th and 16th inst. anent the 1st Chinese Regiment, and the paragraph in to-day's paper in which you express a wish for "exact particulars of their conduct," &c., at the front and also as to "their usefulness," I have forwarded the papers to an official at Weihaiwei who is in a position to, and who I trust will, furnish you with the information you need.

I have just left Weihaiwei after a stay of over two years, and my experience has been that I am unable to agree with the statements put forward, and am of opinion that your informants could not have seen or studied much of the regiment in question.—Yours, etc.,

MAHTO.

'CHANGE DOINGS.

The Morrow of April Settlement, Hongkong, 1901.

It may safely be said that not a single one of the operators on the Rialto could have anticipated or foreseen the remarkable and extraordinary developments in the Share Market during the past month. Indications were not wanting, in the early days of the month, pointing to an upward movement, but for the boom that has actually come about no one, I repeat, can pretend to have been prepared. It must not, however, be inferred from this lack of foresight that full advantage was not taken of such a rare opportunity. On the contrary, the boom was so sudden and so rapid that, before holders could realise what had happened, they were reaping a rich harvest, while there are those who, even now, still refuse to part, feeling confident of a further rise in the near future.

It would be almost superfluous to state that the Settlement passed off satisfactorily, seeing that all operators must have cleared substantial profits over their realisations.

Our premier stock, after remaining stationary for the first half of the month, began to be enquired after in a small way, but the demand becoming keener and more persistent, the rate quickly rose up to 370 per cent., and on to 380 per cent., finally closing at 383 per cent. on Settlement day. On time not many shares changed hands, a few small lots only having been booked at 380 per cent. to 390 per cent. for May, 391 per cent. for June, and 400 per cent. for August, the last month claiming the largest share.

Docks.—Although the decision for the subdivision of these shares had been known for some time, the fact does not seem to have carried any weight with intending investors, nor do they seem to have realised that such a concern was in existence, and that it was

a good and sound investment, until the new scrip was actually out. Whether it is the refreshing sea-colour of these scrips, or whether it is their sensible size and handsome appearance which made them so attractive, certain it is that no sooner were they on the market than a perfect mania seemed to seize everyone to possess them at all costs. For full three weeks at a stretch, day after day, nothing was heard on the Rialto except the one continuous cry of "Docks, Docks, Docks." The excitement which prevailed absolutely baffles description, and while it lasted, it was not safe to give a quotation with any degree of certainty. When the rate had gone up from \$240 to \$270, there was just a slight lull, lasting only a couple of days, at the end of which a fresh demand set in, which it seemed almost impossible to satisfy. As a result, of course, it took no time at all for the rate to go up to \$305. It would be futile to attempt to gauge the number of shares which changed hands, but that thousands have gone the rounds cannot be doubted. Besides the cash business, a large number of contracts were booked forward for all the intervening months up to September, the highest rate paid being \$325 for that month and \$820 for August.

Are these shares really worth their present value? is a question now frequently discussed, and those who are in a position to know not only answer it in the affirmative, but maintain that the top has not by any means been reached, and predict a further boom in the near future.

Shipping.—In consequence of large orders from the North, Indos made further progress during the month. Quite a considerable business has been put through on time, and up to \$134 has been paid for July. Steamboats also have improved their position, having been taken off the market, for investors, at from \$33 to \$35, and are still wanted. Douglasses have been commanding a good deal of attention, ready buyers being found for all lots coming into the market. Up to \$53 has been paid, and there appears to be no abatement of the demand. Star Ferries have been in strong request, a certain class of investors being particularly attracted by them. They are quite a safe investment, with a promising future.

China Sugars have again become a dead letter, only a trifling business having been done during the month. There is no alteration to note in quotation, which still remains \$185. There was a small inquiry for Lusons from the North, for which market a few lots were booked, at rates ranging between \$36 and \$38.

Kowloon Wharves.—The very strong demand for these shares, existing at the end of last month having, considerably abated, caused some holders, who were unwilling to part while that demand lasted, to throw some shares on the market, but they only succeeded in disposing of a few trifling lots. The closing quotation is \$101, somewhat weakish.

Hongkong Lands have been extremely neglected, probably owing to the keen excitement in other directions. There seems to be no other reason why this stock should command such poor attention. Humphreys Estates have again been to the fore, buyers willingly meeting the higher prices asked of them. The business put through has been on a fairly large scale, the rate closing at \$13.75, buyers.

Hongkong Hotels.—After remaining neglected for some time, these shares are again attracting the attention of investors, and are in good request at \$125, at which rate the stock is undoubtedly cheap, being an eight per cent. investment.

Cements.—A very strong and determined demand from the North has, somewhat unexpectedly, strengthened the position of these shares, which had been so utterly neglected after the dividend was declared. Our Northern friends have almost denuded our market of all available scrip, and it would be astonishing indeed if it turns out that they are better informed in regard to this Company than we are.

Watkins, Limited.—It seems incomprehensible that the stock of a concern which but lately paid a dividend of twelve per cent. should be so utterly and entirely neglected; and when it is further

considered how extremely fortunate this company is in possessing so energetic a manager, who, in the furtherance of its interests, is quick to take advantage when the opportunity presents itself, as witness his several trips to Tientsin, doubtless at great personal inconvenience, to be first in the market as soon as the trouble broke out up North, it appears further and further beyond one's comprehension. Truly, investors all over the world are hard to please. The rate is weak at par.

Mining.—Except a rise in Punjoms, which have gone up from \$4 to \$5½, there is no change to be noted in shares under this head.

ESA.

JELEBU MINING AND TRADING CO., LIMITED.

The ordinary general meeting of the above Company was held at noon on the 9th inst. at the office of the General Agents, Messrs. Syme and Co., Singapore, for the purpose of receiving the Directors' report and accounts for the half-year ended February 18th, 1901.

There were present Mr. A. Barker (Chairman), Messrs G. J. K. Van Alst and Nathan (Directors), and Messrs. Ewald, Scott Russell, Dietz, and others.

The Chairman having read the notice calling the meeting, the minutes of the last ordinary meeting were read and confirmed, and the adoption of the Directors' Report and accounts for the last half year was moved by the Chairman, seconded by Mr. Ewald, and passed unanimously.

In moving the adoption of the above report, Mr. Barker remarked that during the past six months work at both the Bin and Glami lodges had been pushed forward vigorously, but they had been hampered by their extremely imperfect winding-gear, which had only permitted of stone being taken from the surface, it being impossible to have taken it from a lower depth. Now, however, two new sets of winding gear had been purchased, and they had already been shipped to Seremban, and as soon as these were erected and in working order it would be possible to get stone from the bottom, and to go on in a very much improved manner. With twenty head of stamps in working order and new winding gear, there was no doubt of better returns. With regard to the Bin lode there was enough stone in sight there to keep the batteries going for another three years. In the report it was stated that there was only enough stone in sight for another year, but this referred to the Glami lode only. The prospect was an extremely satisfactory one. The Chairman then went on to say that according to an estimate formed on the returns for the past year, it had been decided to increase the crushing power by ordering another ten head of stamps. In doing so they felt they were perfectly justified since, with thirty head of stamps and their machinery in good working order, the operations of the company must be greatly extended. He thought that after all the disappointment and dangers through which the company had passed, at last they were in a safe position, on a rocky bottom, and there were good times ahead for the shareholders as a reward for their patience. In concluding, Mr. Barker said that he hoped that in a year hence the profit and loss account would be wiped out, for, of course, until that was wiped out there could be no dividends, as the Directors believed that that was the better and the safer course to take.

Mr. Ewald asked several questions relative to the proposal to add the extra ten head of stamps, mentioning that when the old Directors had decided on the addition of stamps, the percentage from crushing results was higher than now. He only wanted to be assured of the favourable future of which the Chairman had spoken? He would also like to know had the Company a sufficient supply of firewood?

All the questions were answered satisfactorily by the Chairman and the Mine Manager, Mr. Gardner, who was present. The latter gentleman mentioned that the low percentage of crushing at present was accounted for by the fact that they were crushing almost worthless stuff, taken from the surface, but there was plenty of good stone further down, and with the new machinery they would be able to

get it. As to the supply of firewood, there was a sufficient supply now in hand to last six months, a thing before unknown at the mine.

In concluding the debate, the Chairman remarked that according as information continued to come in as to the mining progress, it would be laid before the shareholders, that they might not be kept in the dark as to what was going on, and monthly reports from the Manager would be inserted in the local papers.

Mr. Barker, the Director to retire by rotation, was then re-nominated for office, being proposed by Mr. Dietz, seconded by Mr. Scott Russell, and re-elected *nem con*.

This concluded the business of the meeting.

The following was the report:—

ALLUVIAL.

This account shows a nett profit of \$5,205.87, against \$8,776.85 in the previous half-year. The alluvial deposits hitherto worked are becoming exhausted, but as several new "kong-sees" are now starting on new land it is hoped that the result for the current half-year will be better. Advances to miners shew a small increase as compared with the previous half-year. The manager reports all advances as, safe. The future of the Company, however, depends entirely on the development of the lodges, and while the alluvial business is worth doing as long as it yields a profit, your directors do not look upon as it likely to yield a large revenue in future.

LODE MINING.

The development of the various lodges has been pushed on vigorously, with the result that today there is enough stone in sight to keep the battery of 20 head going for over a year and the lodges continue to open up well. Two new sets of winding gear have been purchased and will shortly be erected; when this is done all the machinery at the mines will be in first class order. After crediting the alluvial profit of \$5,205.87 the Profit and Loss Account shows a debit balance for the half-year of \$27,715.51. The whole sum spent on development of the lodges, viz., \$40,820.98, and the usual depreciation on buildings, machinery, and plant, has been charged to Profit and Loss Account, your directors considering this course to be better policy than making any addition to the Concessions and Development Account (standing at \$150,000) until the lodges are returning substantial profits. Charges at Singapore show a considerable increase, which in due to interest on bank overdraft. The fresh issue of capital will greatly reduce this charge during current half-year.

BATTERY.

The 10 new stamps have been erected, and started crushing in March. A further 10 head have been ordered, your directors considering that the prospects of the lodges call for the provision of further crushing power.

CRUSHINGS.

		Tons.	Tons.
Sept. ...	Stone crushing	374 for	7 oxide.
Oct. ...	"	481 for	5 12 cwt.
Nov. ...	"	451 for	8 10 "
Dec. ...	"	506 for	8 "
Jan. ...	"	470 for	7 11 "
Feb. ...	"	840 for	10 18 "
March ...	"	840 for	10 18 "

Total quantity of stone crushed, 3,161 tons, producing 47 tons, 11 cwt. of oxide (=1.53 per cent.), having an average assay of about 60 per cent.

NEW CAPITAL.

At an extraordinary general meeting held in February last it was decided to increase the capital of the Company to \$300,000, by the issue of 15,000 new shares. The shareholders took up 8,380 of the shares, equal to \$41,900, and your Directors decided not to issue the remainder for the present. This fresh capital does not appear in Balance Sheet for the past half-year, having been issued since 18th February.

DIRECTORS.

On 18th December, 1900, the entire Board, consisting of Messrs. L. Huttenbach, C. E. F. Sanderson, D. P. MacDougall, J. P. Joaquim, and the Hon. Dr. Lim Boon Keng, resigned, and a new Board, consisting of Messrs. J. E. Romenij, E. Nathan, and A. Barker was formed. Mr. W. Dunman and Mr. J. Graham subsequently joined the Board. Mr. Romenij resigned on leaving for Europe,

and Mr. C. J. K. van Aalst took the place thereby vacated. Mr. Nathan resigned on leaving for Europe, and Mr. S. J. Nathan took the place thereby vacated. Mr. W. Dunman resigned on leaving for Europe, and his place has not been filled up. Mr. A. Barker retires by rotation, and, being eligible, offers himself for re-election. The auditors, Messrs. Gunn & Co., retire from office, and offer themselves for re-election. The general agents, Messrs. Huttenbach Bros. & Co., having resigned, Messrs. Syme & Co. have been appointed general agents.

SUPREME COURT.

Friday, 10th April.

IN ADMIRALTY JURISDICTION.

BEFORE SIR JOHN CARRINGTON, KT.,
C.M.G., COMMANDER BLACKBURN,
R.N., AND CAPTAIN ANDERSON.

THE "HANGCHOW"-"GLENGYLE" COLLISION.

—CROSS-ACTION FOR DAMAGES.

The case for the *Hangchow* having concluded on Thursday, Mr. Sharp resumed that for the *Glengyle*.

Captain Darke, master of the *Glengyle*, at the request of his Lordship, marked the exact spot of collision on the large scale chart handed to him, and placed two models of ships in position to show the angle between the *Hangchow* and *Glengyle* at the moment of collision.

Examined by Mr. Sharp, Captain Darke said that at the moment of impact the *Glengyle* was either stationary or going astern. So far as he could remember, there had been no material change in the position of the Northern Fairway all the time he had been running to Hongkong—a period of ten years—nor in the anchorage next to the Fairway. That morning he had seen six ships moored in what he considered was the Central Fairway, one of these ships the *Ferdene*. The *Admiralty Sailing Directions* said that the anchorage was marked by a line of buoys, and that book was the one he would lay beside his chart on coming into harbour. It was a master's bible, so to speak.

By Mr. Francis.—Coming through the harbour, witness used no chart at all; he had a pilot on board. Until after the collision, he had no chart of the harbour on board like the one produced. His knowledge of what that chart contained was not acquired since the collision. Witness always took a Chinese pilot on board when coming into the harbour. The pilot usually pointed out the buoy, and witness steered what course he (witness) thought best. The pilot was not in the habit of pointing out the course.

A reference at this point to Captain Darke's earlier evidence showed that he had made an entirely opposite statement—that on the day of the collision the pilot pointed out the course to be steered.

By Mr. Francis.—Witness could not say when Jardine's buoys ceased to be used by him. The *Glengyle's* mean draft at the time of the collision was 21 feet, and her deep lead line 23 feet 2 inches; she was a little low by the head. Witness did not remember where he picked up his pilot on the day of the collision; the pilot directed the course to Green Island, but not through the shipping in the harbour. The agent from the Wharf Company at Kowloon told witness where to anchor, and gave him his option either to moor to the M.M. buoy or anchor. Witness had had no copy of the Harbour Regulations since the collision, but remembered having had one before then. When coming into the harbour witness generally took the Northern Fairway; his knowledge of the limits of the that Fairway was not gained from Chinese pilots, but from ten years' experience. Pressed for an explanation, Captain Darke said he had no other experience other than that gained by steering through the Northern Fairway with a Chinese pilot on board. Witness had never at any time paid the slightest attention to the Harbour Regulations beyond flying the pennant.

When Mr. Francis had been cross-questioning Captain Darke for an hour and a half, his Lordship interrupted to say that the matter appeared to be simply one of argument.

Mr. Francis replied that he was endeavouring to show that Captain Darke had no experience of the Northern Fairway, but had taken it at all times from a Chinese pilot, that he had disregarded the Harbour Regulations, and that he never saw the chart of the harbour before him till after the collision.

The cross-examination was then continued on the same lines until the adjournment for tiffin.

On the court resuming, Mr. Francis, in cross-examination of Captain Darke, elicited the admission that had the *Glengyle* gone full speed astern in the interval between the first and second blast a collision with the *Hangchow* might have been avoided.

The cross-examination of this witness occupied practically the whole day.

The further hearing was resumed on the 15th and 16th April, and the suits were then adjourned till the 28th inst., to hear the arguments of counsel.

Tuesday, 14th May.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUISNE JUDGE).

CAPT. P. S. PRIMROSE V. UN LAI CHUEN.

This was an action brought by the plaintiff (on the original summons) to recover the sum of \$633.35, being, as he alleged, the amount of his salary and disbursements as from the 30th April, 1901, to the end of May, 1901, as damages for wrongful dismissal.

Mr. Hastings (Messrs. Deacon and Hastings) appeared for the plaintiff, and Mr. J. Hays, (Messrs. Johnson, Stokes and Master) represented the defendant.

In opening, Mr. Hastings, by consent, amended his claim by reducing on the one side of the particulars of the claim the master's pay from \$60 to \$20, and on the other side adding \$750 as "damages for wrongful dismissal 2½ months' wages in lieu of notice," and \$72 as paid wages of steward, three boys, and a cook for March.

His Honour consented to the amendment, and the claim stood as \$1,055.28, but in order to bring the amount within the Court's Jurisdiction the sum of \$55.28 was waived.

In stating his case Mr. Hastings said his client was a master-mariner, and had been so for many years. The defendant was the owner of the steamer *Telemachus*, which he had lately purchased, and which was formerly one of the Blue Funnel boats. The plaintiff was engaged by the defendant as master of the vessel from the 1st December last at a salary of \$250 for three months, and \$30 after that period, if the ship was navigated successfully. He engaged the crew and signed the usual articles. Indeed he made several voyages from Hongkong to Saigon and the Philippines, and everything went well. He returned to this Colony from his last voyage to Saigon on April 19th last, and on the next morning at 8 o'clock, Capt. Williamson went on board, and presented Capt. Primrose with a letter in which he was requested to hand over command of the steamer to the bearer. On receipt of the communication, of course, Capt. Primrose immediately completed his necessary business and left the ship. He at once went to the defendant and asked the reason of his dismissal.

His Honour: What was the trouble? Opium?

Mr. Hastings: No trouble at all. We have not been able to find out. My client asked the reason, and could receive no satisfactory reply. He even asked for a discharge and a character, and they were refused him. Now, I submit that the master of a ship is in the position of every other person engaged as a servant, and in fact in a much higher position than a clerk, who is entitled to a reasonable notice of dismissal, and it is for your Lordship to say what reasonable notice of dismissal my client is entitled to in this case. An ordinary clerk is entitled to three months' notice. I submit the captain of a steamship is in a very much higher position, and is, if at all, entitled to a very much longer notice, but in order to keep within the mark we have claimed the three months only. The rest of the claim is the ordinary captain's account which has been paid month by month, and which I shall show your Lordship is that usually paid by

owners to master-mariners for disbursements on board their ships.

Capt Primrose said that his engagement with the defendant was made on the 1st December last, when it was arranged that he should receive \$250 for the first three months, and \$300 a month after that. He engaged the crew, and prepared the vessel for her voyage. No complaints were made as to his conduct, or anything connected with the ship. He arrived here on 19th April from Saigon, and the next morning he had an order to leave the ship. He called at the office subsequently and asked the reason for his dismissal. He saw the manager who said that the defendant was away at Canton. He was told that no reason could be given. He asked the manager for a discharge, and the latter said he could not do anything in the matter while the owner was away at Canton. However he never got his discharge.

Cross-examined: Mr. Ray was present at the time when the agreement was made, and he was engaged for an indefinite period. He had been captain of a ship of the same size as the *Telemachus*, and one which may be 200 or 300 tons smaller. Previous to joining the vessel he was in Government employ, which he resigned in order to take the command, but he was not by any means keen on the job. His engagement in terms was \$250 a month for three months and after that \$30. He had spent \$40 in ricksha-hire in Saigon, and that was the amount *pro rata* which had been allowed him in previous months. Certainly he took a carriage and pair on going to town, and that was customary. Sometimes he went to the agents twice or three times a day; indeed, whenever called for.

Mr. Hays: During the time you were in that ship, was any alteration made by you in the load line?

Plaintiff: Yes! I had it shifted to its proper position. It was on my return from Cebu to the Philippines.

Mr. Hays: Why did you alter the load-line?

Plaintiff: Because it was a false load-line and I was afraid of getting into trouble with the authorities here. I made the discovery that it was four inches above the Board of Trade mark after a return from Cebu, and after I had been in a gale with the vessel loaded down to her mark. It made a matter of 84 tons dead weight to her. The higher mark might have been put on when she was in the dock.

Mr. Hays: Did you consider that when you got this notice of dismissal it was on account of this alteration of the load line?

Plaintiff: No! If I had not done so it would have meant a big fine for the owners.

Mr. Hays: Was it not detrimental to the owners of the vessel to have the load-line shifted in that way?

Plaintiff: In a way. They lost in cargo 21 tons to every inch, but it was a false load-line, and it was likely, when the ship was loaded, to endanger its safety.

Mr. Hays: Was it not a serious offence to shift the load-line?

Plaintiff: It was a much more serious offence to have it in the wrong place.

Mr. Henry Braeter said he was the second officer of the *Telemachus* at the time the load-line was shifted. He had known the plaintiff for the past seven years; had sailed with him for five years, and knew him to be an efficient marine officer.

Cross-examined: It was the captain and mate who found that the load-line was false, through the bad weather we had on the voyage to Cebu. He (witness) altered the mark himself, and he did so because they had found by scraping that the Board of Trade mark was 4in. below the painted one.

Mr. Hays: Do you not know that in altering the load-line you were taking a great risk upon yourself?

Witness: No! It was done by the Board of Trade.

Mr. Hays: How do you know whether it was not done by John Brown?

Witness: Because John Brown would not put it in with a hammer and chisel (laughter).

For the defence the Chinese charterer was called. He said he had a great objection to the captain altering the load-line, because by that he lost cargo.

Mr. Hastings: Then you prefer to run this

steamer with a false load-line and endanger the lives of those on board, so that you can get a higher cargo, and you dismiss this British Captain without any notice because he found the true load-line?

Witness: Yes! I dismissed him because he did not tell me it before.

Mr. Hastings: And you think that's a proper way to treat the captain of a British ship, do you?

Witness: He should have told me before.

Mr. Ray, ship broker, deposed to having negotiated the sale of the s.s. *Telemachus*, and was present when the engagement for service was made between the plaintiff and the defendant. His idea was that although Capt. Primrose wanted \$300 a month after three months' service, the reply of the defendant was "We'll see about that."

His Honour in delivering judgment remarked that the plaintiff was perfectly justified in shifting the load-line of the steamer as he did. If he had not done so he might have got into very serious trouble either in the Harbour Office or at the Police Court. There would be judgment for the plaintiff on the amended account for \$905.25, and costs.

LAWN TENNIS.

The following two ties in the lawn tennis tournaments of the Hongkong Cricket Club were played off on the 11th inst.:—Singles A Class—P. A. Cox, owes 1/6, beat E. G. Barrett, owes 4/6 (7-5, 6-3); Double Handicap—E. J. Grist and T. S. Smith, owe 15-1, beat F. H. Yeats and E. G. Barrett, owe 2/6 (6-4, 5-7, 6-2, 6-3).

The following results were arrived on the 13th inst.:—Final Tie, A Class Handicap—P. A. Cox, owes 1/6, beat A. Humphreys, owes 2/6 (6-2, 0-6, 6-2, 6-4); Final Tie, B Class Handicap—F. X. Da Castro, 15 3, beat C. M. G. Burnie, scratch (6-0, 7-5, 6-3).

On the 15th inst. the concluding results were:—Professional Pairs, final tie—E. F. Mackay and P. A. Cox beat F. Maitland and H. W. Slade (8-6, 6-8, 6-2, 6-3); Championship, final tie—H. Pinekey (holder) beat P. A. Cox (13-11, 2-6, 6-1, 8-6). In the latter event Cox made a good struggle, but in the end could not cope with his formidable opponent.

HOCKEY.

KOWLOON V. THE WORLD.

This match, which came off at Kowloon on Saturday last, 11th inst., before quite a large gathering of spectators, including not a few ladies, resulted after a very fast match in favour of the home team by 7 goals to 2. The match was, however, much more closely contested than this result would show, and had the visitors been more accustomed to the fastness of the Kowloon ground the result would have, doubtless, been very different. During the afternoon, through the kindness of Col. Baillie and the officers, the band of the 22nd Bombay Infantry enlivened the proceedings by an excellent selection of music.

HONGKONG VOLUNTEER CORPS.

"A" MACHINE GUN CO.

The second competition of the present series took place at Kowloon on the 12th inst., when Gunner Blason scored his first win on the No. 1 Cup, and also sent in the best contribution towards the No. 2 Cup.

The very unfavourable weather prevailing during the competition accounts for the poor scores returned, especially at the 500 yards range.

The following were the best scores:—

	200	400	500	H'cap.	Tl.
Gunner Blason ...	25	24	15	25	89
Corporal Plummer ...	20	32	17	13	82
Captain Sanders...	23	31	14	11	79
Gunner Edwards...	18	31	12	16	77
Sergeant Barrett ...	25	19	16	17	77

It is believed, says the *N.-C. Daily News*, that some two or three thousand salt-smugglers are daily expected to arrive in Shanghai and its vicinity, since the attack upon them by the native authorities at Kiangyin has made the place too hot for them.

YOKOHAMA RACES.

[FROM A CORRESPONDENT.]

Yokohama, 13th May.

Below are the results of the Yokohama Races, first day, run to-day:—

Race	Won by	furlongs
1 Wagers of 1901,	Mr. Hugo's Sceptre	5 miles
2 China Subscriptions,	Mr. Iris's Strathcona	4
3 Wagers and country-breds,	Mr. Russia's Mira	4
4 China,	Mr. May's * May-be	4
5 All Horses,	Mr. Avis's Hawfinch	4
6 Wagers, 1901,	Mr. Sphinx's Foudre	4
7 China Subscriptions,	Mr. Russia's Onrod	1
8 China Ponies,	Mr. Tytherleigh's Aberdeen	1
9 All Horses,	Mr. Avis's Hawfinch	1

Strathcona, May-be, Onrod and Aberdeen will be remembered in Hongkong. Hawfinch ran in Australia up till last year under the name of *Honesty*, winning his last two races in the colonies in September. He succeeded in defeating three other specially imported race-horses—*The Crown*, known in India and the Straits as *Truth*, a winner in Australia, *The Count* from Singapore, and *May-fly* known in Australia under the name of *Merrigang*. In the fourth race *May-be* defeated *Standard Rose*.

* Late Dot Rose.

HONGKONG.

The transport *Canning* left the harbour on Friday, having on board remounts for the troops up North.

The U.S.S. *Saturn* sailed for Manila on Friday evening. The U.S.S. *Monterey* will go to Canton in a few days.

The Dutch hopper *Port Arthur* arrived early on the 16th inst. from Rotterdam, which she left on the 23rd March. She left again for Port Arthur the same day.

H.E. Sir Henry A. Blake, accompanied by Lady and Miss Blake and his A.D.C., left on Friday by the *Heungshan* for Macao. The visit is a purely private one. The Governor and party stops at the Boa Vista Hotel.

Shortly after one o'clock on Friday morning a Chinaman attempted suicide at his house at 11, Jardine's Bazaar, by first cutting his throat and then jumping from the verandah to the street. The police were summoned and the man was removed to hospital. He is expected to recover.

George Allen, storeman at the Naval Yard, who was recently at the Magistracy committed for trial on a charge of procuring one Yeung Kun to throw vitriol upon one George Reek, leading man of stores at the Naval Yard, and who was lying in Victoria Gaol, was last week admitted to bail in the large sum of \$40,000—\$20,000 in personal security, and the remaining \$20,000 in four outside securities of \$5,000 each. At the time of Allen's committal, Mr. Hastings, his solicitor, applied for bail on his client's behalf, but the application was opposed by Captain Superintendent May, who prosecuted, and refused by Mr. Hazeland on the ground of the gravity of the charge against Allen. The case comes on at the Criminal Sessions to-day.

A correspondent writes to us that on the 13th inst., near the side entrance of the Central Police Station in Old Bailey, he saw the dead body of a Chinese child wrapped up in a mat. A little after 11 a.m. another corpse was deposited in the same place and was still there when our correspondent passed again at one o'clock. A coolie, he says, was sitting by, apparently watching, and on being asked why no report had been made to the police, stated that the police knew. Without attaching undue weight to the words of the coolie, our correspondent asks whether this practice of bringing corpses to the station and leaving them outside the door is countenanced. With reference to this statement, we are informed that the police were fully aware of the presence of the bodies, which were waiting for identification papers before being removed in a dead-box to the mortuary. We do not see why identification should necessarily precede removal to the mortuary. Decency seems to suggest the contrary. It may also be asked how long a body would be allowed to lie in the street in event of non-arrival of the necessary papers.

H.M.S. *Centurion* left the 12th inst. for Taku. The French cruiser *Styx* left the same day for Canton, while the German cruiser *Geier* arrived from Amoy.

Warder Robinson, of Victoria Gaol, died in the Government Civil Hospital on Tuesday night from an affection of the brain. He leaves a wife, but no family.

The return of visitors to the City Hall Library and Museum last week showed that 379 non-Chinese and 102 Chinese visited the former institution, 138 non-Chinese and 1,863 Chinese the latter.

Apart from plague and small-pox, the cases of communicable disease reported last week were:—Enteric fever, 2 (both Europeans, one in Victoria); and one fatal case of puerperal fever (Chinese). The single case of small-pox was in the Harbour.

The return of stamp revenue during April, 1900 and 1901, shows a total increase for the latter month of \$9,561.73. The principal items showing improvement were:—Transfer of shares, \$3,969.60; adhesive stamps, \$2,617.48; bank note duty, \$1,044.47. The only important decrease was—Settlement \$1,200.00.

A meeting of Justices of the Peace was held at the Magistracy on the 15th inst. to consider an application from Rustomjee Cowasjee Bamjee for the transfer of his licence for the Stag Hotel, 142, Queen's Road Central, to Luis Mancel Lobo. Mr. F. A. Hazeland presided, and there were present Messrs. J. H. Kemp, F. J. Badeley, H. P. Tooker, and C. A. D. Melbourne. The application was granted unanimously.

An armed robbery was attempted at Kowloon City on the 15th inst. The Chinese occupant of the house attacked seized a musket and presented it at the intruders, who fled. One of the burglars who was on the roof, in his haste to get away when he saw his comrades decamping, missed his footing and fell to the ground, sustaining serious injuries. The other would-be robbers carried him for some distance, but had to leave him to avoid capture by the police, who were in pursuit. The injured man is now in hospital.

The boxing contest in the City Hall on Saturday evening, 11th inst. was a fiasco. Just before Bratt, of the *Centurion*, who was advertised to fight fifteen rounds with four-ounce gloves against Avery, was to enter the ring, he was arrested by Sergeant Garrod on a warrant charging him with overstaying his leave and failing to sail with the *Centurion*, which left the harbour for the North on the 11th inst. Bratt submitted quietly, and was taken to the Central Police Station, thence before the Naval Yard authorities, into whose care he was given. Private Lowless took Bratt's place against Avery; but was knocked down in the second round and counted out. Three exhibition bouts at the commencement of the "tournament," all of them devoid of skill and lacking in spirit, helped to spin out the entertainment to a period of about an hour, when the manager announced that "all was over." About fifty people were present.

The concert in aid of the Royal Naval Canteen, which was held in H.M. Dockyard, on the 11th inst., was carried through in a manner reflecting great credit on the Rev. E. H. Good and his assistants. Mrs. Fullerton in "Dear Heart" and "Matinata"—for the latter of which she was encored—sang excellently; while Mrs. Canton and Mrs. Hamilton proved themselves able vocalists, "The Shepherd's Cradle Song" given by Mrs. Canton being especially well received. That favourite among amateur elocutionists, "My first and last appearance on the stage," was submitted by Mr. Allen in first-class fashion. Commander H. Orpen caused great amusement by his songs—"The Lost Back-hair" appealing especially to the ladies present. Mr. Warder was deservedly encored for his rendering of "The Deathless Army," in response to which he gave "The Holy City." The cornet solo, "Mia" (Hartmann), by Mr. A. D. Sharp, Bandmaster of H.M.S. *Glory*, is worthy of particular mention, the tone and technique displayed being of a high character. The band of the *Glory* played three selections. Mr. Galluzzi accompanied in his usual finished manner on the piano kindly supplied by Messrs. Lane, Crawford & Co. There was a moderately good attendance, amongst those present being Commodore and Mrs. Powell.

The U.S.S. *Newark* leaves the harbour on Monday for New York via Suez. She leaves flying the homeward-bound pennant.

The last rainstorm has done considerable damage to building operations in the Colony. Two or three blocks in course of erection at Tsim Sha Tsui have suffered to a very large extent.

Four matcheds were burned down at Taihan Temple, Taihang village, near Bay View, at 4 a.m. on the 15th inst. damage being done to the extent of \$76. The Fire Brigade was in attendance.

The transport *Umta* left Kowloon Wharf on the 15th inst., having on board the first party of the Bengal Lancers for India. A native band attended at the wharf, and played "Auld Lang Syne" as the troopship got under way.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1900-1	1899-00
	lbs.	lbs.
Yokohama	25,284,127	26,706,201
Kobe	—	—
	25,284,127	26,706,201

SILK.

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1900-1901	1899-00
	bales.	bales.
Shanghai	—	—
Yokohama	29,608	32,286
	29,608	32,286

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1900-1901	1899-00
	bales.	bales.
Shanghai	—	—
Yokohama	25,21	18,976
	25,024	18,976

CAMPBOR.

HONGKONG, 17th May.—No arrivals.

SUGAR.

HONGKONG, 17th May.—Large arrivals having been reported, the prices are going up a little.

Quotations are:—	
Shekloong, No. 1, White	\$8.85 to \$8.90 pol.
do. " 2, White	8.00 to 8.05 "
Shekloong, No. 1, Brown	5.85 to 5.90 "
do. " 2, Brown	5.75 to 5.80 "
Swatow, No. 1, White	8.75 to 8.80 "
do. " 1, White	7.90 to 7.95 "
Swatow, No. 1, Brown	5.80 to 5.85 "
do. " 2, Brown	5.70 to 5.75 "
Foochow Sugar Candy	13.40 to 13.45 "
Shekloong "	12.75 to 12.80 "

RICE.

HONGKONG, 17th May.—Some demands having come from Japan, the prices are going upward.

Quotations are:—	
Saigon, Ordinary	\$2.45 to 2.50
" Round, Good quality	3.35 to 3.40
" Long	3.50 to 3.55
Siam, Field mill cleaned, No. 2	2.55 to 2.60
" Garden, " No. 1	3.30 to 3.35
" White	3.70 to 3.75
" Fine Cargo	4.00 to 4.05

MISCELLANEOUS EXPORTS.

Per P. & O. steamer *Ballaarat*, sailed on the 11th May. For London:—200 bales waste silk opt. Manchester, 266 bales waste silk opt. Goole, 408 rolls mats, 124 chta. turkish opium, 66 bales canes, 20 cases bristles, 22 cases Chinaware, 18 cases woodware, 19 cases P. effects, 7 cases cigars, 3 cases dry preserves, 2 cases silks, 1 case feathers, 1 case enamelware, 4 cases furniture, 100 pkgs tea from Foochow, 20 cases bamboo from Foochow, 28 cases bambooware from Foochow, 6 cases sundries from Foochow, 2 cases cigars from Manila, 1 case P. effects from Manila, 28 cases sund. loc. For Copenhagen:—109 h/c tea from Foochow. For Glasgow:—5 cases canes, 5 cases woodware. For Manchester:—150 bales waste silk. For Lyons:—294 bales raw silk. For Marseilles:—66 bales raw silk, 1 bale bamboo, 2 cases lacquerware.

Per steamer *Ajax*, sailed on the 30th April. For London:—275 boxes or 20 m/ boxes tea particulars unknown, 162 bales waste silk, 125 bales canes, 100 bales tea mats, 370 rolls mats, 240 casks plumbago, 8 bkts. shell, 8 cases silk piece goods, 2 cases old silk, 1 case grass cloth, 110 cases P. L. fans, 93 cases Chinaware, 42 42 cases blackwoodware, 26 cases woodware, 5 basketware, 85 cases essential oil, 20 cases cassia buds, 4 cases gum, 3 cases cigars, 3 cases ginger, 13 cases war office stores, 33 pkgs. naval stores and P. effects, 4 pkgs. marine clothing, 159 pkgs. feathers, 30 pkgs. P. effects and curios, 9 pkgs. sundries, 875 empty drums. For Manchester:—125 bales waste silk, 2 cases floss silk. For Glasgow:—16 cases blackwoodware, 5 cases Chinaware, 5 cases cumquarts. For London Opt. Goole:—100 bales pierced cocoons. For London Opt. Hamburg:—132 bales canes. For London Opt. Antwerp Opt. Hamburg:—20 cases bristles.

MISCELLANEOUS IMPORTS.

HONGKONG, 17th May.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—*Bombay Yarn*: 2,050 bales No. 10 at \$75 to \$87.50, 900 bales No. 12 at \$83.50 to \$90, 1,000 bales No. 16 at \$92 to \$97.50, 2,900 bales No. 20 at \$96.25 to \$105. *White Shirtings*: 250 pieces Flower at \$5.35, 1,000 pieces B. B. at \$6.20, 250 pieces Gold Elephant at \$4.35, 500 pieces Gold Buffalo at \$4.25, *Grey Shirtings*: 600 pieces 8½ lbs. Red 7 Boys at \$2.85, 300 pieces 8½ lbs. 3 Dogs at \$3.52½, 300 pieces 8½ lbs. Red 7 Boys at \$2.85, 500 pieces 10 lbs. Blue Dragon at \$4.20. *Mexicans*: 1,500 pieces 32 Red Stag at \$2.70, 600 pieces 36 V. V. at \$3.15, 1,125 pieces 32 Cobblers at \$2.50. *English Yarn*: 75 bales 28/32 at \$140 to arrive.

METALS.—*Iron*: \$4,000 bundles i x 6 Nail Rod Iron at \$4.45 to arrive, 840 piculs Bar Iron (round, flat, and square) at \$4.45 to arrive, 3,000 bundles round rolled Rod Iron at \$4.80, to arrive, 2,000 bundles Nail Rod Iron at \$4.80 to arrive.

FANCY COTTONS—

Turkey Red Shirtings—1½ to 1.55 to 5.00
8 lbs }

Brocades—Dyed — — —

per yard

Chintzes—Assorted 0.08½ to 0.17
Velvets—Black, 22 in. 0.22½ to 0.60
Velveteens—18 in. 0.20 to 0.22½

per dozen

Handkerchiefs—Imitation Silk 0.36 to 2.50

WOOLENS—

Spanish Stripes—Sundry chops 0.80 to 1.50
Habit, Med., and Broad Cloths 1.25 to 2.50

per piece

Long Ells—Scarlet 6.40 to 10.00

Assorted 6.50 to 10.10

Camlets—Assorted 12.50 to 32.00

Lastings—30 yds., 31 inches } 8.00 to 20.00
Assorted }

Orleans—Plain 8.50 to 10.00

per pair

Blankets—8 to 12 lbs. 4.00 to 18.00

METALS—

per picul

Iron—Nail Rod 4.45 to —

Square, Flat Round Bar (Eng.) 4.45 to —

Swedish Bar 6.75 to —

Small Round Rod 4.60 to —

Hoop ½ to 1½ in. 5.25 to —

Wire 15/25 8.50 to —

Old Wire Rope 2.50 to —

COTTON YARN—

per bale

Bombay—Nos. 10 to 20s \$76.00 to \$109.00

English—Nos. 16 to 24 114.00 to 120.00

„ 22 to 24 120.00 to 128.00

„ 28 to 32 138.00 to 142.00

„ 38 to 42 155.00 to 170.00

COTTON PIECE GOODS—

per piece.

Grey Shirtings—6 lbs. 2.10 to 2.15

7 lbs. 2.40 to 2.50

8½ lbs. 2.80 to 3.50

9 to 10 lbs. 3.60 to 4.40

White Shirtings—54 to 58 rd. 2.50 to 2.75

58 to 60 „ 3.15 to 4.00

64 to 68 „ 4.20 to 5.50

Fine 5.10 to 7.75

Book-folds 4.30½ to 6.20

Victoria Lawns—12 yards 0.75 to 1.50

T-Cloths—6 lbs. (32 in.), Ord'y. 1.70 to 1.85

7 lbs. (32 „) „ 1.90 to 2.20

6 lbs. (32 „), Mexs. 1.90 to 2.15

7 lbs. (32 „) „ 2.75 to 3.60

8 to 8½ oz., (36 in.) 2.80 to 3.50

Drills, English—40 yds., 14 to 16 lbs. 4.20 to 7.00

Lead, L. B. & Co. and Hole Chop 8.60 to —

Australian 8.50 to —

Yellow M'tal—Muntz 14/20 oz. 41.00 to —
Vivian's 14/20 oz. 40.50 to —
Elliot's 14/20 oz. 40.00 to —
New Chops 14/20 oz. — to —
Composition Nails 63.00 to —
Japan Copper, Slabs 42.00 to —
Tin 69.00 to —
per box.
Tin-Plates 6.75 to —
per cwt. case
Steel ½ to ¾ 6.25 to —

SHARE REPORT.

HONGKONG, 17th May.—A quieter tone has prevailed in our market during the past week, and rates in many cases have suffered a decline. At the close there is a tendency to further weakness in some stocks.

BANKS.—In the earlier part of the week Hongkong and Shanghai were placed at 390 per cent. premium cash, and at 410 per cent. for August delivery. Shares coming into the market from the North and coast ports, however, soon brought the rate down, and we close with sales and further sellers at 382 per cent. premium cash, and at 400 per cent. prem. for August. The London rate has declined to £62. Nationals are unchanged.

MARINE INSURANCES.—Unions have been placed in small lots at \$330, and are in further request at \$335. Very few shares are to be had at these rates. China Traders are wanted at \$59. Cantons have been sold at \$180, and a further small lot might be had at this figure.

FIRE INSURANCES.—Business has been dull under this head, and beyond a small sale of Hongkong Fires at \$36 there is nothing to report. China Fires are quiet at quotation.

SHIPPING.—Hongkong, Canton and Macao have been the medium of a large business at \$35, at which more shares can be had. Indo-Chinas have suffered a smart decline, and after sales at \$135, \$134 and \$133 are to be had at \$132. China-Manilas (old) are on offer at \$65, and the new shares after sales at \$53 are quiet at that figure. Douglasses are quiet at \$54. Star Ferries have sellers at \$24½ and \$10, for the old and new shares respectively. China Mutuals and Shells are unchanged at quotations.

REFINERIES.—China Sugars have been sold at \$134 cash, and at \$135 for the end of the month, and a further small lot at the former rate is in the market. Luzons unchanged with sellers at \$33.

MINING.—Punjoms have been sold at \$7½ and \$7.15, and close quiet at the latter rate. Charbonnages have advanced to \$320, at which there are buyers, but no shares offering. Raubs have been dealt in at \$24½ and at \$23½, and close with probable sellers at \$20. Olivers are unchanged.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been sold in fair quantities at \$317½ cash, at which the stock closes steady. Forward there are buyers at equivalent rates. Hongkong and Kowloon Wharves have been sold at \$103 and there are further small buyers at the rate. Wanchais have sold, and have buyers at \$63. New Amoy Docks are unchanged.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have ruled weak and close with sellers at \$198. West Points have been done at \$56 and \$56½ and are in further request. Humphreys Estates are in the market at \$14. Hongkong Hotels have sold at \$128 and \$129, and are to be had at \$130. Orientes have sellers at \$8.

COTTON MILLS.—Ewos are wanted at Tls. 50 and Hongkong Cottons at \$7½. The remaining stocks under this head are quiet and without feature.

MISCELLANEOUS.—Green Island Cements have been sold largely to the North at \$21, and later at \$20½, the market closing with sellers at \$20. China-Borneos are on offer at \$38. Watsons are quiet at \$17. Electrics (old) are wanted at \$12½; the new shares can be obtained at \$6½. Ices are wanted at \$175. Tramways can be placed at \$225. Steam Water Boats are wanted at \$7½. Bell's Asbestos have been placed at \$110. China Providents have improved to \$9½, at which shares are wanted. Watkins have been done at \$9½.

MEMOS.—Messrs. A. S. Watson & Co.'s sixteenth ordinary annual meeting on the 22nd inst. Wanchai Warehouse and Storage Co., Ltd., Extraordinary General Meeting on the 23rd instant to consider an offer for the sale of the Company's property on terms to be ascertained from the General Managers.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai...	\$125	{ 382 p. ct. prem. = [\$802½, sellers L'don, £62.
China & Japan, ordy.	24	21.
Do. deferred	21	25 5s.
Natl. Bank of China		
A. Shares	28	\$27, buyers
B. Shares	28	\$27, buyers
Foun. Shares...	21	\$15, sellers
Bell's Asbestos E. A....	21	\$1.10, sales
Campbell, Moore & Co.	10	\$20.
China-Borneo Co., Ltd.	15	\$38, sellers
China Light & Power) Co., Ltd.)	20	20, nominal
China Prov. L. & M....	10	\$94, buyers
China Sugar	100	\$134, sellers
Cigar Companies—		
Alhambra, Limited..	\$500	\$1,500, buyers
La Commercial, Ltd..	\$500	\$1.0 0, buyers
Hensiana, Limited...	\$100	\$100, buyers
La Favorita, Ltd. ...	\$500	\$1.0 0, buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 50, buyers
International	Tls. 100	Tls. 40.
Laou Kung Mow ...	Tls. 100	Tls. 55.
Soychee	Tls. 500	Tls. 325.
Yahloong	Tls. 100	Tls. 25.
Hongkong	\$100	\$74, buyers
Dairy Farm	\$8	\$7, buyers
Fenwick & Co., Geo....	\$25	\$55, sellers
Green Island Cement...	\$10	\$20, sellers
H. & C. Bakery	\$50	\$50.
Hongkong & C. Gas ...	210	\$135, buyers
Hongkong Electric {	10	\$124, sales & buys.
H. H. L. Tramways ...	\$5	\$64, sellers
Hk. Steam Water {	\$100	\$225, buyers
boat Co., Ltd. }	15	\$74, buyers
Hongkong Hotel	\$50	\$180, sellers
Hongkong Ice	\$25	\$175, buyers
H. & K. Wharf & G....	\$50	\$103, buyers
Hongkong Rope	\$50	\$157½.
H. & W. Dock	\$50	\$117½.
Insurance—		
Canton	\$50	\$180, sellers
China Fire	\$20	\$374.
China Traders'	\$25	\$59, buyers
Hongkong Fire	\$50	\$360.
North China	\$25	Tls. 180, buyers
Straits	\$20	nominal.
Union	\$50	\$335, buyers
Yangtze	\$60	\$125.
Land and Building—		
Hongkong Land Inv.	\$100	\$198, sellers
Humphreys Estate...	\$10	\$14, sellers
Kowloon Land & B.	\$30	\$30.
West Point Building	\$50	\$56, buyers
Luzon Sugar	\$100	\$38, sellers
Mining—		
Charbonnages	Fcs. 250	\$320, buyers
Jebeu	\$5	\$5.20, sellers
Queen's Mines, Ltd....	25c.	7 cents, sellers
Olivers Mines, A....	\$5	\$14.
Do. B....	\$4½	\$1.50.
Punjom	\$9	\$7.15.
Do. Preference...	\$1	\$1.40, sellers
Raubs	18	\$20.
New Amoy Dock	\$6½	\$324, buyers
Oriente Hotel, Manila	\$50	\$80, sellers
Robinson Piano Co., Ltd.	\$50	\$50, nominal
Steamship Coys.—		
China and Manila ...	\$50	\$65, sellers
China Mutual Pref.	\$40	\$53.
China Ordinary	210	212.
Do.	25	27.
Douglas Steamship	\$50	\$54.
H. Canton and M....	115	\$35, sellers
Indo-China S. N. ...	210	\$182, sellers
Shell Transport and }	21	23, sellers
Trading Co. }		
Star Ferry	\$10	{ \$24½, sellers { \$10, sellers
Tebrau Planting Co....	\$5	\$3, sellers
United Asbestos	\$4	\$11½.
Do.	\$10	\$20.
Wanchai Warehouse...	\$37½	\$63, buyers
Watkins, Ltd.	\$10	\$94, sales
Watson & Co., A. S. ...	\$10	\$17.
Universal Trading }	\$5	\$19½, buyers
Co., Ltd. }		

VERNON & SMYTH, Brokers.

SHANGHAI, 8th May (From Messrs. J. P. Bisset & Co.'s Report).—The market has been active during the week, with a strong demand for Hongkong and Shanghai Bank shares and Indo-China S. N. Shares. **BANKS.**—Hongkong and Shanghai Banking Corporation Shares have been in demand locally. Business was done at 385/387½ per cent. premium for cash, and for the 15th current at 382½. **INSURANCE.**—Marine—No local business reported, although China Traders shares are wanted at \$57½. **Fires.** Chinas are offering. **SHIPPING.**—Indo-China S. N. Co.—There has been a strong demand at rapidly advancing prices. Cash shares changed hands at Tls. 93 to 100. Forward business was done at Tls. 93/100 for May, 94/102 for June, 98½/101½ for July, 100 for August and 104 for the 10th August. **SUGARS.**—No change reported. **MINING.**—Kaiping Mining shares have been changing hands at Tls. 185/187½ cash, 187½ for the 31st current, and 190/192½ for June. **DOCKS, WHARVES & GODOWNS.**—Shares in S. C. Farham, Boyd & Co. have been in demand, and cash business was done at Tls. 305, 310 and 307½. Shares were placed for May at 310, for June at 317½/320, for July at 320, and for August at 322½/325. Time shares are offering at the close. If the *Sobraon* is saved, we look for a rise in this stock. Hongkong & Whampoa Dock shares were sold at \$310. Shanghai and Hongkew Wharf shares changed hands in Tls. 307½, 310 and 307½ cash and at Tls. 317½/315 cash. **LANDS.**—Shanghai Land Investment shares are wanted Tls. 125. **Humphreys Estate** shares are quired for at \$18½. **INDUSTRIAL.**—In Cotton Mill shares, Ewos were placed at Tls. 45/50, and are wanted at the lower price, and Laou-Kung-Mows at Tls. 50. Green Island Cement shares were sold at \$19, from Hongkong. Shanghai Ice shares were sold at Tls. 38, but holders now ask higher rates. **TUGS & CARGO BOATS.**—A sale of Shanghai Tug Boat shares at Tls. 330 is reported. **MISCELLANEOUS.**—Shanghai-Sumatra Tobacco shares were sold at Tls. 40. Business was done in Shanghai Langkat Tobacco shares at Tls. 355, 360, 352½ and 355 cash, 365, 370 and 365 for June, 365, 376 and 370 for July, 380 for August and 385 for September. Shanghai Horse Bazaar shares were placed at Tls. 92½. **Hall & Holtz**—Shares were placed at \$33. **LOANS.**—The Shanghai Land Investment Co. advertise a further issue of Debentures for Tls. 250,000, on which 6 per cent. interest will be paid.

CLOSING QUOTATIONS.

SATURDAY, 18th May.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/11½
Bank Bills, on demand	1/11½
Bank Bills, at 30 days' sight	1/11½
Bank Bills, at 4 months' sight	1/11½
Credits, at 4 months' sight	2/0½
Documentary Bills, 4 months' sight	2/0½
ON PARIS.—	
Bank Bills, on demand	2.47½
Credits, 4 months' sight	2.52
ON GERMANY.—	
On demand	2.01½
ON NEW YORK.—	
Bank Bills, on demand	48
Credits, 60 days' sight	49
ON BOMBAY.—	
Telegraphic Transfer	147½
Bank, on demand	148
ON CALCUTTA.—	
Telegraphic Transfer	147½
Bank, on demand	148
ON SHANGHAI.—	
Bank, at sight	72½
Private, 30 days' sight	73½
ON YOKOHAMA.—	
On demand	2½ p.c. pm.
ON MANILA.—	
On demand	2 p.c. pm.
ON SINGAPORE.—	
On demand	1 p.c. pm.
ON BATAVIA.—	
On demand	118
ON HAIPHONG.—	
On demand	2½
ON SAIGON.—	
On demand	2
ON BANGKOK.—	
On demand	59½
SOVEREIGN Bank's Buying Rate	10.05
GOLD LEAF, 100 fine, per tael	52
BAR SILVER per oz.	27½

VESSELS ON THE BERTH.

FOR LONDON.—*Bengal* (str.), *Ceylon* (str.), *Calchas* (str.), *Dardanes* (str.), *Machaon* (str.), *Inaba Maru* (str.), *Prometheus* (str.).
 FOR MARSEILLES.—*Indus* (str.), *Inaba Maru* (str.), *Ceylon* (str.).
 FOR BREMEN.—*Preussen* (str.).
 FOR HAVRE AND HAMBURG.—*Suevia* (str.), *Sego* (str.), *Wittenburg* (str.).
 FOR TRIESTE.—*Gisela* (str.).
 FOR VICTORIA, B.C.—*Tacoma* (str.).
 FOR VANCOUVER.—*Empress of China* (str.), *Athenian* (str.).
 FOR PORTLAND (OREGON).—*Knight Companion* (str.).
 FOR SAN FRANCISCO.—*Hongkong Maru* (str.), *China* (str.).
 FOR NEW YORK.—*Afridi* (str.), *Indrani* (str.), *Arara* (str.).
 FOR SAN DIEGO.—*Belgian King* (str.).
 FOR AUSTRALIAN PORTS.—*Kasuga Maru* (str.), *Eastern* (str.), *Shanghai* (str.).
 FOR SINGAPORE, PENANG AND CALCUTTA.—*Suisang* (str.).
 FOR BOMBAY, VIA SINGAPORE AND COLOMBO.—*Hiroshima Maru* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

ARRIVALS.

May—

10, *Tacoma*, American str., from Tacoma.
 10, *Chingping*, German str., from Tongku.
 11, *Loongsang*, British str., from Manila.
 11, *Lyeemoon*, German str., from Shanghai.
 11, *Ragnar*, Norw. str., from Bangkok.
 11, *Diamante*, British str., from Manila.
 11, *Geier*, German cruiser, from Amoy.
 11, *Akashi Maru*, Japanese str., from Amoy.
 11, *Chunsang*, British str., from Bangkok.
 11, *Nanyang*, German str., from Chefoo.
 12, *Antenor*, British str., from Yokohama.
 12, *C. H. Kian*, British str., from Singapore.
 12, *Foochow*, British str., from Wuhu.
 12, *Haitan*, British str., from Foochow.
 12, *Kwanglee*, British str., from Shanghai.
 12, *Onsang*, British str., from Sourabaya.
 12, *Wittekind*, Ger. hospital ship, from Taku.
 12, *China*, German str., from Canton.
 12, *Dr. H. J. Kiser*, Norw. str., from Canton.
 12, *Wuhu*, British str., from Canton.
 12, *Flandria*, German str., from Canton.
 13, *Taisang*, British str., from Canton.
 13, *Canning*, British str., from Rangoon.
 13, *Hue*, French str., from Haiphong.
 13, *Wilmington*, U.S. cruiser, from Manila.
 13, *Esang*, British str., from Hongay.
 13, *Taicheung*, German str., from Saigon.
 13, *Victoria*, British str., from Tacoma.
 13, *Hsieh Ho*, British str., for Wuhu.
 14, *Chiyeun*, Amr. str., from Canton.
 14, *Canton*, British str., from Canton.
 14, *Lyeemoon*, German str., from Canton.
 14, *Prinz Heinrich*, Ger. str., from Yokohama.
 14, *Knight Companion*, Brit. str., from S'pore.
 14, *Loksang*, British str., from Moji.
 14, *Thales*, British str., from Swatow.
 14, *Anping*, British str., from Shanghai.
 14, *Machaon*, British str., from Liverpool.
 14, *Pakshan*, British str., from Koh-si-chang.
 14, *Ariake Maru*, Japanese str., from Moji.
 14, *Charterhouse*, British str., from Singapore.
 14, *Hamburg*, German str., from Bremen.
 15, *Daphne*, German str., from Moji.
 15, *Loosok*, German str., from Bangkok.
 15, *Suisang*, British str., from Calcutta.
 15, *Awa Maru*, Jap. str., from Yokohama.
 15, *Maidura Maru*, Jap. str., from Swatow.
 15, *Elsa*, German str., from Canton.
 16, *Chingping*, German str., from Canton.
 16, *Port Arthur*, Dut. hopper, from Rotterdam.
 16, *Taichow*, German str., from Bangkok.
 16, *Sabine Rickmers*, Brit. str., from Swatow.
 16, *China*, Amr. str., from San Francisco.
 16, *Gisela*, Austrian str., from Kobe.
 16, *Clara*, German str., from Haiphong.
 17, *Progress*, German str., from Touron.
 17, *Kwanglee*, British str., from Canton.
 17, *Trym*, Norwegian str., from Amoy.
 17, *Ulysses*, British str., from Moji.
 17, *Hailong*, British str., from Tamsui.
 17, *Milke Maru*, Japanese str., from Bombay.
 17, *Wingang*, British str., from Shanghai.
 17, *Naraberg*, German str., from Hamburg.
 17, *Loongsang*, German str., from Shanghai.
 17, *Sungkiang*, British str., from Manila.
 17, *Apenrade*, German str., from Haiphong.

18, *Hoihao*, French str., from Haiphong.
 18, *Nanyang*, German str., from Canton.
 18, *Woozung*, British str., from Canton.
 18, *Anping Maru*, Jap. str., from Coast Ports.
 18, *Antonio Macleod*, Amr. str., from Iloilo.
 18, *Haimun*, British str., from Tamsui.
 18, *Hsieh Ho*, British str., from Canton.
 18, *Perla*, British str., from Manila.
 18, *Achilles*, British str., from Liverpool.
 18, *Elita Nossack*, Ger. str., from Chinkiang.
 18, *P. C. C. Kiao*, Brit. str., from Bangkok.
 18, *Shantung*, British str., from Saigon.
 18, *Germania*, German str., from Hongay.
 18, *Hong Wan I*, British str., from Singapore.
 19, *Kachidate Maru*, Jap. str., from K'notau.
 19, *Taiahun*, Amr. str., from Shanghai.
 19, *Yuensang*, British str., from Manila.
 19, *Indus*, French str., from Shanghai.

DEPARTURES.

May—

10, *Zaffro*, U.S. des. ves., for Manila.
 10, *Benledi*, British str., for Weihaiwei.
 10, *Saint Mary*, British str., for Sydney.
 11, *Ballaarat*, British str., for Europe.
 11, *Bengal*, British str., for Shanghai.
 11, *Ferdene*, British str., for New York.
 11, *Taiyo Maru*, Japanese str., for Chefoo.
 11, *Styx*, French cruiser, for Canton.
 11, *Pyrhus*, British str., for Singapore.
 11, *Kinshu Maru*, Japanese str., for Seattle.
 11, *Lyeemoon*, German str., for Canton.
 11, *Bisagno*, Italian str., for Bombay.
 11, *Yuensang*, British str., for Manila.
 11, *Centurion*, British battleship, for Taku.
 11, *Carthage*, British hospital ship, for Taku.
 12, *Daijin Maru*, Jap. str., for Swatow.
 12, *Kalgan*, British str., for Moji.
 12, *Thales*, British str., for Swatow.
 12, *Apenrade*, German str., for Haiphong.
 12, *Jacob Diederichsen*, Ger. str., for Hoihow.
 12, *Sullberg*, German str., for Chefoo.
 12, *Hinsang*, British str., for Hongay.
 12, *Hikoson Maru*, Jap. str., for K'notau.
 12, *Stromboli*, Italian str., for a cruise.
 13, *Kwanglee*, British str., for Canton.
 13, *Flandria*, German str., for Shanghai.
 13, *sturia*, German str., for Singapore.
 13, *Fushun*, British str., for Shanghai.
 13, *Lizard*, British gunboat, for Amoy.
 13, *Wittekind*, German hospital ship, for Singapore.
 13, *Foochow*, British str., for Canton.
 13, *Chingping*, German str., for Canton.
 13, *Nanyang*, German str., for Canton.
 14, *China*, German str., for Newchwang.
 14, *Dr. H. J. Kiser*, Norw. str., for Chefoo.
 14, *Antenor*, British str., for London.
 14, *C. H. Kian*, British str., for Amoy.
 14, *Wuhu*, British str., for Foochow.
 14, *Taisang*, British str., for Swatow.
 14, *Macduff*, British str., for Shi-wui-yan.
 15, *Empress of Japan*, Brit. str., for V'couver.
 15, *Prinz Heinrich*, German str., for Europe.
 15, *Hamburg*, German str., for Shanghai.
 15, *Hongkong*, French str., for Hoihow.
 15, *Hue*, French str., for Kwong-chow-wan.
 15, *Haitan*, British str., for Swatow.
 15, *Changsha*, British str., for Yokohama.
 15, *Benlarig*, British str., for Swatow.
 15, *Thales*, British str., for Haiphong.
 15, *Benlomond*, British str., for Cebu.
 15, *Chowls*, German str., for Bangkok.
 15, *Quarta*, German str., for Swatow.
 15, *Akashi Maru*, Jap. str., for Swatow.
 15, *Umta*, British transport, for Calcutta.
 15, *Chiyeun*, American str., for Shanghai.
 16, *Carlisle City*, British str., for London.
 16, *Machaon*, British str., for Shanghai.
 16, *Canton*, British str., for London.
 16, *Ariake Maru*, Jap. str., for Karatsu.
 16, *Lyeemoon*, German str., for Shanghai.
 16, *Sarnia*, German str., for Moji.
 16, *President*, British bark, for Sarawak.
 16, *Port Arthur*, Dut. hopper, for P. Arthur.
 16, *Hsieh Ho*, British str., for Canton.
 17, *Charterhouse*, British str., for Amoy.
 17, *Tacoma*, British str., for Tacoma.
 17, *Diamante*, British str., for Manila.
 17, *Loksang*, British str., for Hongay.
 17, *Loongsang*, British str., for Manila.
 17, *Ariel*, Norwegian str., for Moji.
 17, *Ragnar*, Norwegian str., for Nagasaki.
 17, *Awa Maru*, Japanese str., for London.
 17, *Loongsang*, German str., for Canton.
 17, *Geier*, German cruiser, for Amoy.
 17, *Canning*, British str., for Weihaiwei.

17, Esang, British str., for Shanghai.
 18, Hongkong Maru, Jap. str., for S. F. cisco.
 18, Chingping, German str., for Tongku.
 18, Sabine Rickmers, British str., for Swatow.
 18, Chunang, British str., for Singapore.
 18, Trym, Norwegian str., for Haiphong.
 18, Kwanglee, British str., for Shanghai.
 18, Melpomene, Austrian str., for Shanghai.
 18, Knight Companion, Brit str., for Portland.
 19, Heich Ho, British str., for Chinkiang.
 19, Claverdon, British str., for Bangkok.
 19, Clara, German str., for Hoihow.
 19, Maiduru Maru, Jap. str., for Swatow.
 19, Nanohang, British str., for Newchwang.
 19, Hailoong, British str., for Swatow.

PASSENGERS LIST.

ARRIVED.

Per *Bengal*, for Hongkong, from London, Messrs. G. Butler, C. A. Underwood, Mr. and Mrs. Ashdown and two children, Capt. Richards, Messrs. R. Mitchell, A. Pattie, A. Miller, Miss Thorndick, and Mrs. E. Osborne and child; from Marseilles, Messrs. J. H. Crane, R. Shanklan, and D. Macdonald; from Bombay, Messrs. Foon-tung, Hengo Suter and T. Miller; from Colombo, Rev. and Mrs. J. E. Clough; from Singapore, Mrs. E. B. Bass, Mrs. A. W. N. Pope, Messrs. J. N. Darwood, A. Victor, R. Lyon, Miss Amesbury and Capt. and Mrs. Tilley; for Yokohama, from Marseilles, Mr., Mrs. and Miss Wiggins; for Shanghai, from London, Mrs. R. Ricketts and two children, Miss Humphrey, Messrs. M. C. Blake and Lundquist; from Marseilles, Mrs. Wheen and child, Messrs. L. R. Wheen and Perlmann.

Per *Ballaarat*, for Hongkong, from Yokohama, Mr. and Mrs. Creasey; from Shanghai, Lieut. Fortesth, R.I.M., Messrs. J. S. Hogen, C. C. L. Fitzwilliam, Delins, R.N., and Standley; from Shanghai, for Singapore, Messrs. A. W. Duncan, K. W. Bean, Webb Bowen and J. Allison; for Marseilles, Messrs. Sloan, Frost and Nasmyth; for London, Mr. W. H. Boyd, Miss McQuillon, Misses Hogg (2), Messrs. Goodwin, Ingram, Robertson, Miss and Master Fish, Mr. and Mrs. C. F. Hogg and four children, Dr. and Mrs. Hogg and three children, Misses Black (2), Mrs. Horobin and three children, Mrs. Ogren and two children, Miss Sandberg, Miss Seymour, Mr. Ferrier, Master B. Ferrier and Miss Ferrier.

Per *Haitan*, from Foochow, &c., Mrs. F. B. Marshall and Misses Hopun (2).

Per *Loongang*, from Manila, Messrs. J. D. Pulliam, H. K. Grubbs, Tattersson, M. Salmon, J. R. Fendick, J. Johnson and Lynch.

Per *Diamante*, from Manila, Messrs. B. Baldwin, Webbart, Willeke, Lewis, Basch, Laryon, Sarrett, Neponencio, Hayes, Edward Camar, A. Camara, C. Camara and Capt. Cannon.

Per *Nanyang*, from Chefoo, Mr. G. Harling.

Per *Victoria*, from Tacoma, Messrs. J. Andrus and J. Chunnnet.

Per *Canton*, from Yokohama, Mr. W. F. Cary, Mr. and Mrs. J. Peel Nelson and Mr. Rea, R.N.

Per *Prins Heinrich*, from Yokohama, Mrs. Hillmann and child, Miss Clemoes, Mr. and Mrs. Renauld, Lieut. and Mrs. M. Croig, Messrs. G. Hephen, Lee, J. Acheson, F. Mazl, F. Marshall, J. Waker, T. Meier, M. Bornkessel, Bottlewalla, H. Capel and G. Noble.

Per *Thales*, from Swatow, Mr. and Mrs. Farmer and four children, Miss Robinson, Mrs. Sterling and child, Mrs. Millberg and Mr. Wandres.

Per *Hamburg*, for Hongkong, from Hamburg, Mrs. Kath. Schonewaldt, Messrs. Otto Nissen and Johannes Pust; from Antwerp, Mr. L. Baesens; from Southampton, Mrs. Geo. Smith, Mrs. G. S. Boulton and Capt. Erichsen; from Genoa, Messrs. Ijtsow, Muffling, Hohenberg, Berg, Holyhaner, E. Sprangli, Wassmann, Meinardur, R. H. Bruce, W. S. Orr, Hacrigen, Stempel, Halm, Biermann, E. Arnold, Bredow and Richard Schmid; from Naples, Mrs. Petit and Mrs. Sohn; from Penang, Mr. L. P. Johnson; from Singapore, Mr. and Mrs. C. H. Blake, Messrs. A. G. Rymill, N. L. Rymill and N. B. Lancaster.

Per *Suisang*, from Calcutta, &c., Miss Phillips, Dr. Barkholder, Messrs. Thomas, Duncan and Raymond.

Per *Awa Maru*, from Yokohama, Messrs. T. Matsuzawa, Messner and J. Dickson.

Per *Gisela*, from Kobe, Mr. E. King, Baron Bela von Rakovsky and Mr. Lisenviecki.

Per *China*, from San Francisco, &c., Mr. and Mrs. W. A. Rublee and child, Dr. R. M. Bigler, Mr. and Mrs. P. V. Halsey, Rev. S. S. Myrick, Miss A. H. Jones, Messrs. Jas. McWilliams, T. H. Whitehead, F. W. Brooks, Mahomed Cassum, O. A. Madar, Dr. Weber, Mrs. W. J. Fowler, Mr. C. Anglionby, Mrs. N. T. Biddle, Miss R. George, Messrs. H. D. Terrill, B. Beebe, Mr. and Mrs. A. R. Manice, Mr. Saml. Steele, Mrs. Knight, Messrs. J. N. Boyd, Wm. Harris, H. E. Waite, R. E. Kelly, Vet.-Lt. Wm. N. Wright, Mrs. J. Lesser and Mr. and Mrs. N. M. Smith.

Per *Wingsang*, from Shanghai, Mr. Hill.

Per *Mitke Maru*, from Singapore, Mr. and Mrs. Majima.

Per *Hailoong*, from Tamsui, &c., Messrs. W. Hassen and Alex. Grant.

DEPARTED.

Per *Emeralda*, for Manila, Messrs. R. Lyons, T. W. Coverston, Mrs. Reyes, Mrs. F. J. V. Jorge, Messrs. H. Locksmith, Antonio Ossorio and I. Isukamoto.

Per *Bengal*, from Hongkong for Shanghai, Messrs. F. G. Kinsley, P. Nickolds, A. Talbot, T. S. Lowry, Mrs. K. Wilber, Lieut. Pochhammer, Mr. Standley, Misses Gendleham (2) Madame Sabas.

Per *Yuensang*, for Manila, Mr. and Mrs. Henry Ames, Lieut.-Col. and Mrs. Arthur L. Wagner, Misses Margaret and Gertrude Wagner and Mary Angell, Lieut.-Col. S. C. Mills, U.S.A., Mrs. Cora Grandon and Mr. French West.

Per *Kinkiu Maru*, for Seattle, &c., Messrs. P. Okolovitch, Van Maslowsky, S. Yamada, B. Takahashi, J. Takahashi, K. Ogawa, F. Okabi, J. G. Valgilgessang, Pakinham and Powell.

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